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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 63 SEPTEMBER, 1959

Published first Thursday of the month

Price Fourpence

A COMMISSION TO REMEMBER



H.M.S. Albion, which steamed 70,000 miles in fifteen months

H.M.S. Albion visits 15 countries during 70,000 miles journey

OVERWHELMING HOSPITALITY

HM.S. ALBION (Capt. A. B. Cole, D.S.C., R.N.) returned to Portsmouth on August 18 after a commission packed full of interest.

Everyone of the 1,600 officers and men who served in H.M.S. Albion during her May, 1958, to August, 1959, commission agree, unreservedly, that although there was an enormous amount of work and sea time during the commission, it was a most happy one and of absorbing interest from start to finish.

The ship steamed a distance of 70,000 miles (sufficient to have sailed round the equator three times) and visited fifteen countries. The ship took part in numerous exercises with ships of Commonwealth and Allied Navies and it is noteworthy that during the short commission there were 6,000-odd aircraft landings. There was one fatal accident, for in Jervis Bay, Australia, a Sea Venom was lost overboard, pilot and observer being killed.

It is difficult to high-light any port which the ship visited, as from Manila to Madagascar, and from Auckland to South America, the hospitality and

friendliness extended to the officers and ship's company has been outstanding.

One of the most pleasing results of the commission has been the extraordinary impression made by members of the ship in respect of their contacts with the people of the ports they have visited. Albion has proved an excellent ambassador, and wherever the ship has been articles have appeared in the local press complimenting the men on their appearance and behaviour. Both have been exemplary.

The ship has endeavoured to repay the overwhelming hospitality by cocktail parties, children's parties and generally taking part in the life of the ports which they visited. The ship's concert party has given shows in nearly every port visited as well as on a number of occasions on board, and has broadcast and been televised in some of the countries.

ON THE MUD

Apart from the tragic incident in Australia the only real contretemps occurring during the commission was in the River Plate when Albion had to be towed to deep water after having sucked up mud into her condensers. The narrow swept channel was not as deep as expected. Because of this setback visits to Buenos Aires and Montevideo had to be cancelled.

During the commission Albion has upheld the name of British sport. Even with the large number of officers and men on board, it has been difficult at times to accede to the requests of the local sporting fraternities. During their short stay at Cape Town the ship's

first- and second-eleven teams each played five football matches and in addition five other matches were arranged. At one place Albion was asked to provide a team to play a girls' school at basketball. Our correspondent did not give the result, but knowing the gallantry of the British sailor the guess is hazarded that the result was a draw.

It was a commission to be remembered and in the 1980's and afterwards, when naval men forgather recalling the events of the past, someone will surely say, "Ah, you should have been in Albion in 1958 and 1959."

READY USE JOINTS FOR H.M.S. SHIPS

FROZEN joints of beef, mutton and lamb will shortly be introduced for general use in H.M. Ships. At the same time, packeted minced beef will also be made available.

In announcing these arrangements the Admiralty state that the new range covers all the joints in the carcass. The joints will be prepared and packed in the country of origin and will be individually wrapped.

These frozen joints will be supplied in lieu of carcass meat and should prove a boon in ships where the facilities for the handling and cutting up of meat are necessarily limited.

This departure from long established practice is, in its own way, historic—a further step forward from the days of the Harness Cask, Salt Beef and the cargo of live chickens. It may also, like canning, herald a change in the pattern of one of the world's largest industries.

FIRST ELECTRICAL OFFICER TO WIN THE MAX HORTON PRIZE

THE first electrical officer to be awarded the Max Horton Prize, awarded to the officer who passes out top of the Officers' Submarine Training Class, is Lieut. Brian Frank King, aged 25.

Lieut. King was educated at Portsmouth Grammar School until January, 1950, and then entered the Royal Naval College, Dartmouth, under the 16-year-old entry scheme as Cadet (S). While at Dartmouth he applied for transfer to the "L" branch and was accepted. On completion of his cadet training he served eight months as a Midshipman in H.M.S. Indomitable before going up to Cambridge for the three years course in engineering. He obtained an honours degree in the mechanical sciences tripos.

After leaving Cambridge in June, 1956, Lieut. King took the long "L" course and on completion he volunteered for service in submarines.

Before starting the training class in March this year, Lieut. King spent six weeks in H.M.S. Submarine Astute. He has been appointed to H.M.S. Submarine Artemis.

Silver bell returns to donors

At a ceremony in Portsmouth Dockyard on July 21, the Algerine Class ocean minesweeper Hare was transferred to the Nigerian Navy. Admiral Sir Manley L. Power, K.C.B., C.B.E., D.S.O., Commander-in-Chief, Portsmouth, representing the Board of Admiralty, handed over the vessel to the Commissioner for Nigeria in the United Kingdom, Alhaji Abdulmaliki, who renamed her Nigeria.

During the ceremony it was announced that Her Majesty the Queen has agreed to the Nigerian Naval Forces taking the title Royal Nigerian Navy.

As a gesture of friendship, and a tangible demonstration of the desire to strengthen ties which link the Nigerian Navy with the Royal Navy, the silver bell, presented in 1940 by the Government and people of Nigeria to H.M.S. Nigeria, was returned to the Colony with the transfer of the ship.

The bell is 20 inches high, 19½ inches in diameter and is cast in silver. The cruiser named after the Colony was transferred to the Indian Navy in 1954 and the bell was put in custody of the Commodore, R.N. Barracks, Devonport, in accordance with the wishes of the donors. The original dedication states "the gift shall be an ornament

of H.M.S. Nigeria so long as she remains in the Royal Navy and shall descend to her successors of the same name. If at any time there shall be no ships in the Royal Navy bearing the name Nigeria the gift shall be held in the custody of the Commodore, R.N. Barracks, at which it was deposited on the ship being paid off or it may be loaned with the special permission of the Admiralty in each case, to ships other than the one named."

SUCCESSFUL SUBMARINE DAY IN GARELOCH

SUBMARINE Day at Faslane, Gareloch on July 18 was a great success. An attendance of 4,500 inspected the ships and displays and watched the impressive demonstration of H.M.S. Scotsman diving, snorting and surfacing in the loch, whilst a Fleet Air Arm Gannet and a U.S. Albatross amphibious Air Sea Rescue plane added realism to the picture.

Ships open to visitors were Adamant, Ben Nevis, Blackwood and the submarines Tiptoe, Scorchers and Narwhal. Free boat trips to the floating dock, A.F.D.58 were laid on, where there was a submarine in dry dock and divers and frogmen in action.

Displays included torpedoes, bakery and cookery, a submarine gun, naval boats and equipment of the Admiralty Hydro-Ballistic Establishment. Demonstrations were given by the Royal Marines Volunteer Reserve on weapons, by the staff of the Admiralty Fuelling Depot on High Test Peroxide, and by the Royal Naval Mine-watching Service on minewatching technique.

The weather was kind on this, the first Gareloch Submarine Day and by 6 p.m., when the last tired visitor had left it was felt that much had been done, not only to raise funds for Naval charities but also to further the name of the Squadron and the Royal Navy in the Gareloch area.

NO PAY AND NO PROMOTION Temporary Commission in R.N.V.S.R.

THE Royal Naval Volunteer Supplementary Reserve, founded in 1936 as "a list of gentlemen with yachting experience and other qualifications of value to the Royal Navy" and later composed of ex-temporary officers of the R.N. Reserves is now open to entrants who have no previous Naval service or sea-going experience.

An Admiralty Fleet Order announces that entrants between 20 and 30 can join the R.N.V.S.R. with dormant commissions as Temporary Sub-Lieutenants, R.N.R. The commissions will be confirmed only in the event of call-up or in an emergency.

Although the R.N.V.S.R. was set up to cater for those who wished to be earmarked for commissioned service with the Fleet in the event of war, in 1947 the Reserve was reconstituted as a list of ex-temporary officers of the Royal Navy, Royal Naval Reserve and Royal Naval Volunteer Reserve and of retired regular officers who wished to maintain connections with the Navy for re-employment in emergencies. There is no seniority in the R.N.V.S.R. and members are not eligible for promotion, pay, allow-

ances or retainers. They are not required to possess uniform and they take pride in their motto: "No pay and no promotion."

There are 6,000 officers in the R.N.V.S.R. at the moment, and 31 local units are distributed throughout the country where unpaid training is undertaken, but younger men are needed to replace the growing number removed from the list on reaching the retiring age of 55.

Annual reunion dinners of three branches of the Royal Navy were held in the Painted Hall of the Royal Naval College, Greenwich, during July. The Instructor Officers held their dinner on July 24, the Chaplains on July 30 and the Supply and Secretariat Officers on July 31.

Ahead for Quality



Navy News

EDITOR

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EDITORIAL

MANY years ago the British sailor was referred to as "the best ambassador for peace in the world" and what was true more than a hundred years ago is as true today. The First Lord said some months ago that the "Navy was today spread a little thin over the oceans of the world" but week by week we hear of the Royal Navy unobtrusively doing a good job of work in its own quiet way. Over 800 pints of blood donated to a Turkish hospital—a couple of sailors being thanked by the President of the Philippines for answering an emergency call for blood when they were sightseeing—sailors giving a party in Singapore—a party for underprivileged youngsters in New York—parties in Capetown, Stockholm, Oslo, South America and, in fact, wherever one of H.M. ships happens to be.

We all know how the sailor loves to dress up and we all know of his love for the youngsters. The happy, smiling faces of the children being captured by "pirates" or sitting down to cakes, sticky buns, ice cream and "pop" are the sailors' reward. And if the children are handicapped by disease (as so many often are) or are orphans or otherwise underprivileged, so much the more does the sailor put himself out to win their smiles. Doubtless he is thinking of his own children, perhaps thousands of miles away on the other side of the world. "Flag-showing" may be a part of international diplomacy but what do the youngsters care about that? All they know is that the British sailor gave them a wonderful time and for whom they will always have a soft spot in their hearts. Long may the happy squeals of laughter ring out as the "pirate" grabs them, stamps their hands with the skull and cross-bones, and rewards their intrepidity with a bar of "nutty."

"With a thankful remembrance of Thy mercies"

Above the voices of many waters, the mighty breakers of the sea, the Lord on high is mighty.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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Navy needs more artificers

IN the old Craft Guilds it was the Master's job to take the apprentice into his own home and supply him with board, lodging, clothing and discipline; teach him his trade, ensure he reached a high standard of workmanship and teach him the ways of Godly behaviour.

When Lord Fisher started the Engine Room Artificer Apprentice scheme at the beginning of the century that is exactly what the Admiralty undertook to do and that is exactly what the Admiralty undertakes today. But we are not getting the numbers of artificers we need. The First Sea Lord, Admiral Sir Charles Lamb, K.C.B., C.V.O., referred to this shortage when he spoke to members of the Press on July 15 while visiting H.M.S. Fisgard, the Royal Naval Apprentices Training School at Torpoint, Cornwall.

"I want to emphasise the tremendous importance that we in the Navy attach to Artificers as a whole," he said. "The numbers we have been getting are not what we want. There has been an improvement lately, but we are still not really getting as many as we need. In a ship at sea you are entirely self-reliant—you have got to be—and that I think is the main difference between the Navy and the other Services. You can't call up somebody else to help you, and you've got to keep things running. In the old days that meant you had to have highly skilled chaps who could, when something broke, make a new piece and fit it. Nowadays with the more complex ships the type of man we want is more the doctor who will diagnose what has gone wrong with all these complicated pieces of machinery."

Why is it that more boys are not coming forward to seize the opportunity of a five-year apprenticeship which has been described by an industrialist as being "possibly the finest engineering training in the world"? Where else can the ambitious young man receive such an apprenticeship, entirely free of any indenture fee, plus good pay, board and lodging whilst training?

The First Sea Lord appears to have put his finger on the crux of the problem when he went on to say: "I do not really believe that the standard of Naval training given to Artificers is appreciated outside the Navy as well as it should be. All normal courses at Artificer Apprentices Training Establishments are now recognized for the award of the Ordinary National Certificate."

That means that if a chap is up to it, he can get his Ordinary National Certificate and he then has a very good qualification for civilian life."

About 600 Apprenticeships, which are fully recognized by the Craft Unions, are offered each year. There are five branches—Engineer, Electrical, Ordnance, Air and Shipwright. In return for their skill and knowledge Artificers receive higher pay than other naval ratings and quicker advancement. They are also offered excellent chances of promotion to officer rank and an average of 20 per cent. of each entry achieve commissioned rank. The Royal Navy offers them a career of outstanding opportunity with the age-old attractions of naval life, such as travel and plenty of sport and excitement.

We have failed in some way to get our "message" across. The boys are there in larger numbers than ever before—boys who are anxious to take bold steps into this new technical age. We can all do something to help them. We can "spread the gospel" to all those who may be interested in the future of young men—and of their country. If they are of the right stuff, the Navy will welcome them.

SIXTH PORPOISE LAUNCHED

H.M.S. Finwhale, the sixth of the post-war operational type submarines of the new Porpoise Class, was launched by Lady John, wife of Admiral Sir Caspar John, K.C.B., Vice Chief of Naval Staff, at the shipyard of Messrs. Cammel Laird & Co. Ltd., Birkenhead, on July 21.

The dimensions of H.M.S. Finwhale are similar to those of her sister ships. Her extreme length is 295 ft. 3 in. and her extreme breadth is 26 ft. 6 in.

The same high standard of accommodation for the six officers and 65 men introduced in Porpoise will be incorporated in Finwhale.

LETTER TO THE EDITOR

Build canoes for live young men—not their maiden aunts!

Sir,—Canoeing has become a flourishing sport amongst the youth of Britain. It is not, as many still think, just a matter of paddling down a placid river or canal. This aspect of the sport may well be good for figures on the Flag List, but it is not the activity most appropriate to the young.

Canoe racing has its adherents in the Royal Marines, and the successes of Lieut. Syrad, M.C., R.M. and his men in long distance events are probably well known to your readers. I am writing to suggest that the Royal Navy should be giving more attention to canoe slalom, white water training in rapid rivers, and sea canoeing.

British canoeists, in the last few years, have led the world in re-learning in heavy surf some of the advanced techniques of the Arctic Eskimos; not only rolling the canoe beam-wise, a valuable, but relatively simple, technique which every canoeist should learn, but also looping the loop, bow

over stern, in really big breaking waves. Attention to these basic techniques and an imaginative approach to canoe design, canoe skills and training has now paid off, and, this year, for the first time, the British team triumphed in the International canoe slalom championships at Geneva. Not only did Great Britain win the main event, but Paul Farrant, who recently completed his National Service in the Royal Marines, became the individual world champion.

Canoeing is catching on in some of our Naval youth training establishments but, how slowly and in how dull and unenterprising a way! Flat bottomed two seaters are being built which may be suitable for their maiden aunts but not for our alive young men. Let us give the boys single seaters that are as lively as they are, boats they can fling about and roll, boats in which they can learn to master all forms of difficult water through their own skills. Through skill lies safety.

The canoeing potential of our youth training establishments is superb and given encouragement and a little guidance we could have young sailors in the British canoe teams, racing and slalom, within a few years.

Commanders or First Lieutenants faced with a young requestant "Permission to keep a canoe on board Sir," need not be too alarmed. A folding slalom canoe will fit on top of a ventilation trunk, or in any of the nooks and crannies so thoughtfully provided in our ships for the accessories of sport-loving sailors. But we cannot carry around two-seat barges!

Perhaps the time has come to call a canoeing policy meeting in your editorial, or an adjoining, office to try and help the Navy keep up with the times. Rude things used to be said, with some justification, about the performance of the Navy in sailing boats. Thanks to the R.N.S.A. they can certainly be said no longer. The Royal Marines have a canoe club. What about the Navy?

Yours faithfully, D. J. HOARE, CAPTAIN R.N.

First invitation to visit Eire for twenty years

AFTER having been in the Reserve Fleet for several years, H.M.S. Crossbow, formerly an anti-submarine destroyer, has been brought back into full service as a radar picket. The ship was commissioned at Chatham for general service duties on April 21 after having completed an extensive refit lasting approximately two years.

During her work-up period the ship was invited to Cobh in Southern Ireland. It is understood that this was the first time in 20 years that a Royal Navy ship has been asked to visit Eire as opposed to the ship asking herself. The visit was most enjoyable.

After leaving Cobh the ship went to Portland to finish her work-up, and then to Chatham for a general service leave period before sailing to the Mediterranean, where she is to join the Second Destroyer Squadron.

ROYAL NAVY'S DRAFTING FORECAST

SUBMARINE COMMAND

H.M.S. Ambush, October, at H.M.S. Dolphin for refit at Singapore.

H.M.S. Truncheon, November, at Devonport for service in 3rd Submarine Squadron.

H.M.S. Tudor, November, at Rosyth for service in 5th Submarine Squadron.

H.M.S. Alliance, December, at Devonport for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Amphion, December, at Portsmouth for service with 3rd Submarine Squadron based at Faslane.

H.M.S. Aurochs, December, at Portsmouth for service with the 6th Submarine Squadron at Halifax, Canada.

GENERAL

H.M.S. Verulam, end September, at Devonport for trials. Commissions mid-October for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Brave Borderer, end September, at Portsmouth for Home Sea Service (U.K. Base Port, Portsmouth).

H.M.S. Chevron, September 1, at Rosyth, for trials.

H.M.S. Loch Lomond, September 1, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port, Chatham.

H.M.S. Carysfort, September 8, at Portsmouth, for Foreign Service (Far East).

H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Portsmouth.

H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Chatham.

H.M.S. Layburn, September, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Wakeful, October 1, at Portsmouth for trials. Commissions November 3 for Home Sea Service (Portsmouth Squadron). U.K. Base Port, Portsmouth.

H.M.S. Albion, October 6, at Portsmouth, for General Service Commission. (Home/East of Suez) (14 months). U.K. Base Port, Portsmouth.

H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean/Home) (18 months). U.K. Base Port, Chatham.

H.M.S. Scorpion, October 6, at Chatham for trials. Commissions December 1 for General Service Commission. Home/Mediterranean (18 months). U.K. Base Port, Chatham.

H.M.S. Narvik (LST), October 6, at Chatham, for Foreign Service.

H.M.S. Cardigan Bay, October 12, at Singapore, for Foreign Service (Far East).

H.M.S. Cavendish, October 13, at Devonport, for Foreign Service (Far East).

H.M.S. Hartland Point, November 3, at Chatham, for Foreign Service (Far East).

H.M.S. Jaguar, December, at Dumbarton, for General Service Commission (South Atlantic and South America/Home) (24 months). U.K. Base Port, Chatham.

H.M.S. Trafalgar, November 24, at Portsmouth, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.

H.M.S. Broadsword, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.

H.M.S. Dunkirk, November 24, at Devonport, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Devonport.

No. 820 Squadron, November, at R.N.A.S. Culdrose, for Overseas Service (Ark Royal).

No. 824 Squadron, November, at R.N.A.S. Culdrose, for Overseas Service (Ark Royal).

No. 848 Squadron, November, at Portland, for Overseas Service (Bulwark).

H.M.S. Ark Royal, December 1, at Devonport, for General Service Commission (Home/Mediterranean) (22 months). U.K. Base Port, Devonport.

H.M.S. Hermes, December, at Barrow for trials. Commissions June, 1960, for General Service Commission. Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, January 19, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf) (17 months). U.K. Base Port, Portsmouth.

H.M.S. Bulwark, January 19, at Portsmouth, for Foreign Service (Far East).

H.M.S. Ulster, January 26, at Devonport, for General Service Commission (Home/West Indies) (22 months). U.K. Base Port, Devonport.

H.M.S. Dampier, January 4, at Singapore, for Foreign Service.

No. 890 Squadron, mid-January, at R.N.A.S. Yeovilton, for Overseas Service (Victorious).

H.M.S. Cassandra, end February, at Chatham for trials. Commissions end January for Foreign Service (Far East).

H.M.S. Lynx, February 16, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (20 months). U.K. Base Port, Portsmouth.

H.M.S. Brave Swordsman, February, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

N.R.S.A., February, at Malta for trials.

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Victorious, March, at Portsmouth, for General Service Commission. Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Rothesay, March, at Glasgow, for General Service Commission. Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March, at Clyde, for General Service Commission. Home/East of Suez (24 months). U.K. Base Port, Devonport.

No. 893 Squadron, March, at R.N.A.S. Yeovilton, for Overseas Service (Hermes).

H.M.S. Undaunted, April 12, at Portsmouth, for General Service Commission. Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 12, at Chatham for General Service Commission. Home/East of Suez (24 months). U.K. Base Port, Chatham.

H.M.S. Loch Ruthven, April, at Devonport for General Service Commission. Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Owen, April, at Gibraltar for trials. Commissions, May, 1960, for General Service Commission.

H.M.S. Orwell, May 3, at Rosyth for trials.

H.M.S. Decoy, mid-May, at Devonport for trials.

H.M.S. Llandaff, May, at Devonport, for General Service Commission. Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Mounts Bay, May, at Singapore for Foreign Service (Far East).

H.M.S. Londonderry, May, at Cowes, for General Service Commission. Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, early June, at Tyne, for General Service Commission. Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Solebay, June, at Portsmouth, for General Service Commission. Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lagos, June, at Chatham, for General Service Commission. Home/Mediterranean (21 months). U.K. Base Port, Chatham.

H.M.S. Aber, June, at Singapore, for Foreign Service (Far East).

NEWS OF OTHER NAVIES

France is building up her submarine fleet

'FABULOUS' U.S. SUBMARINE

By Desmond Wettern

WORK is now under way on a French nuclear submarine project. As soon as the reactor studies have reached an advanced stage work will start on building the hull. At present the new boat is known as Q244. It is reported that she will have a submerged displacement of 5,000 tons compared with 3,000 tons which is the reported submerged tonnage of H.M.S. Dreadnought.

France now has a large number of submarines under construction. At the end of last year the Morse, last of a class of six ocean-going boats, was launched. They are designed as improved German Type XXI U-boats of the last war. Their tonnage is 1,800 submerged and they have a maximum under-water speed of 18 knots. The Morse is named after another submarine of a pre-war type which was lost with all hands off Sfax in June, 1940. The name was later taken by a tank in the armoured regiment of the Naval Infantry in 1944.

A further 13 submarines are building for the French Navy. These will all be comparatively small boats with a tonnage below 1,000. They are intended for use as hunter-killer boats.

UNITED STATES

"Fabulous — absolutely fabulous" was how the Commanding Officer of the U.S. submarine Skipjack described the boat's performance on completion of her trials. He added: "The Skipjack will have no trouble in holding every submarine record and we won't even have to be good to do it."

The Skipjack has many unusual features in her design. The hull is copied so far as possible from the body of a whale, while the bow is described as "pear drop" shaped. The forward hydroplanes are mounted on either side of the conning tower. Her speed has been described as "in excess of 20 knots."

The reactor fitted in Skipjack is of the same type as that being sold to Britain for fitting in H.M.S. Dreadnought.

The U.S. Navy's Explosive Ordnance Disposal Teams, which correspond to the Clearance Diver Units in the R.N., have a new job in war: clearing unexploded nuclear bombs, mines, missiles and torpedoes from American harbours. The disposal of such weapons requires a completely new technique. They cannot be exploded where they lie for obvious reasons.

The task of neutralising American weapons dropped by accident may be relatively easy though working in a muddy harbour with nil visibility is never a picnic. But with Russian or other enemy weapons of unknown types the task is far harder. At the teams' base at Baltimore a museum includes all American bombs, missiles and so on, likely to be encountered by the teams, as well as any of Russian and Red Chinese types that are picked up from time to time.

The members of the teams, both officers and ratings, are volunteers. Their numbers are relatively small. One of the chief attractions of the job is the extra pay: \$5 dollars a month or nearly £240 a year!

ISRAEL

The destroyers Jaffa and Eilat, formerly the "Z" class destroyers H.M.S. Zealous and Zodiac, and the former U.S. patrol vessel Nogah, recently joined with French Naval units for a three-week training period at Toulon.

PORTUGAL

With the transfer of H.M. frigates Bigbury Bay and Burghhead Bay, the Portuguese Navy has still further strengthened its ties with Britain. Two former British "River" class frigates, the Diogo Gomes and Nuno Tristao, ex-H.M.S. Awe and Avon, are already in service as well as the submarines Narval (ex-H.M.S. Spur), Nautilo (ex-H.M.S. Saga) and Neptuno (ex-H.M.S. Spearhead), and three former British "Isles" class minesweeping trawlers. The three survey ships responsible for hydrographic work in the Portuguese Navy were also British. One, the Carvalho Araujo, was once H.M.S. Jonquil of the First World War "Flower" class. She was purchased from the Royal Navy in 1920. The other two survey ships are former "Bangor" class minesweepers. Two of Portugal's five destroyers and four of her six pre-war type frigates were built in British yards.

After calls at Malta and Singapore, he arrived in Australia, on August 28, for discussions with the Naval Board and to see the Fourth Submarine Squadron based on Sydney. He afterwards flies on to New Zealand and between September 5 and 12 will meet the Naval Board at Wellington and go on board H.M. Submarine Andrew operating from Auckland. Admiral Taylor then flies across the Pacific, stopping off at Honolulu for talks with the U.S. Commander Submarines, Pacific (Rear-Admiral W. E. Ferrall, U.S.N.), to America, arriving at the U.S. Naval base at San Diego on September 17. His programme in the United States includes a visit at San Francisco to the Mare Island Naval Shipyard, where nuclear submarines are being built. He is in Canada from September 24 to October 5 and during this time he will be at Ottawa and Halifax calling at the headquarters of the Royal Canadian Navy and visiting the 6th Submarine Squadron. Admiral Taylor is subsequently to return to America to call on the

organisers booked a hall, engaged a dance band and artists, invitations had been sent out, 30 suggestions regarding the occasion had been made, cash gifts from members to help defray expenses had been received, tradespeople had offered gifts and the social secretary had many helpers for the catering, etc. It is hoped that the Croydon Members of Parliament, both Naval officers, will be able to be present and invitations have gone to aldermen of the Croydon Council, the 4th and 6th Queen's, kindred associations and so on. Although catering has been arranged for 250, the Croydon chairman states that the branch will arrange for more if it is necessary. Everything that can be done to make everyone comfortable so that the evening is a huge success is being done and it is hoped that the function receives the support it deserves.

WORLD TOUR FOR FLAG OFFICER, SUBMARINES

REAR-ADMIRAL B. W. Taylor, C.B., D.S.C., Flag Officer Submarines, left London on August 19 for a round the world tour lasting two months to visit Commonwealth, United States and N.A.T.O. Naval authorities and British submarines serving overseas.

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Rear-Admiral B. W. Taylor, C.B., D.S.C., Flag Officer Submarines

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HAVE Edward meeting news c Shipma hospita hospita come 1 July 7. Thos Littleha Standan they ha

Vice-been Devizes Associa ander preside chairm

SHIPS OF THE ROYAL NAVY

No. 46

H.M.S. DAINTY



'Hunted' captain now 'Hunter'

H.M.S. Torquay, first ship of the Whitby Class anti-submarine frigates to be completed, launched in July 1954 by Lady Monckton and accepted into service in May 1956, re-

commissioned for service in the Fifth Frigate Squadron at Portsmouth on August 15.

This will be Torquay's third commission, the first two being general service commissions at Home and the Mediterranean, and she has already been operationally employed at Suez and during the 1958 unrest in the Lebanon. This new commission which is expected to last for two years will be spent in Home Waters and East of the Suez Canal.

H.M.S. Torquay is commanded by Commander B. H. G. M. Baynam, Royal Navy, who, having commanded submarines and having been "hunted" by anti-submarine frigates, is now about to do the hunting.

The commissioning service was conducted by the Chaplain of the Dockyard, the Reverend H. W. Brierley, O.B.E., Royal Navy, and the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power) was present.

H.M.S. Dainty, a destroyer of the Daring class, was built by J. Samuel White & Co. Ltd., of Cowes, I.O.W. Laid down in December, 1945, and launched in August, 1950, the ship was completed in February, 1953.

Displacement is 3,700 tons full load, and the length is 390 ft. (o.a.) with a beam of 43 ft. Complement is 278.

Ships of the Daring class are fitted as leaders and can perform a number of roles, including cruiser reconnaissance and as anti-submarine or anti-ship craft.

The first Dainty was a ship of 350 tons, built for Sir Richard Hawkins in 1588. Next was a tug which was transferred to the Irish Free State.

The third Dainty, built at Govan in 1932, was a destroyer of 1,375 tons. She was sunk off Tobruk by aircraft in February, 1942. In company with H.M.S. Ilex, Dainty sank two Italian submarines off Crete in 1940.

The badge is a white and gold fan on a blue field, derived from a fan on a portrait of Queen Elizabeth I. The ship's motto is *Dulce quod utile* (It is pleasant if it is useful).



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

An 'Old Salt' retires after 44 years' service

IN August this year, Leading Radio Operator H. R. (Bill) Hitch, who has been on the Communication Staff of the Commander-in-Chief, The Nore, for the past 20 years, finally retired from the Royal Navy.

A familiar figure in Chatham, where he has lived ashore for the last 19 years, Bill is probably the last of the "Old Salts." It was in 1915 that he first joined the Service, and after passing out as a telegraphist he received the sum of 2s. per day. After finishing his training at Portsmouth Signal School, he left for Mudros, a small Greek island which was the Naval base for the Dardanelles, and joined H.M.S. M32, a small river monitor. His next ship was the trawler Semnos, which escorted convoys all over the Mediterranean. He then went ashore in Bulgaria attached to the Army for a period, and from there to Constantinople to take over the German wireless station at Osmanieh. He returned home in 1919 to join H.M.S. Lowestoft and spent two years on the Cape Station.

As leading telegraphist in 1923 he joined the Mediterranean Fleet and in the next five years he served in H.M. Ships Mackay, Montrose and Broke. His next ship was H.M.S. Dahlia, in which he served for 15 months while she carried out slave-trading patrols between Port Suez and Aden, and after this came seven years in the light cruiser H.M.S. Calypso.

In 1935 he joined the destroyer Duchess on the China Station and was there when the Japanese entered Shanghai.

Bill Hitch was pensioned off from the Service in August, 1939, having totted up 20 years' foreign service and four years' home service. After 14 days' leave he was back again, and on August 25, 1939, he signed on for a further period of duty which was to last another 20 years.

Holder of the British Empire Medal, Bill has this to say of the Navy today: "It is certainly not so tough as in



Leading Radio Operator 'Bill' Hitch

the days when I first joined, but if I were given the chance to live my life all over again, it would be in the Royal Navy."

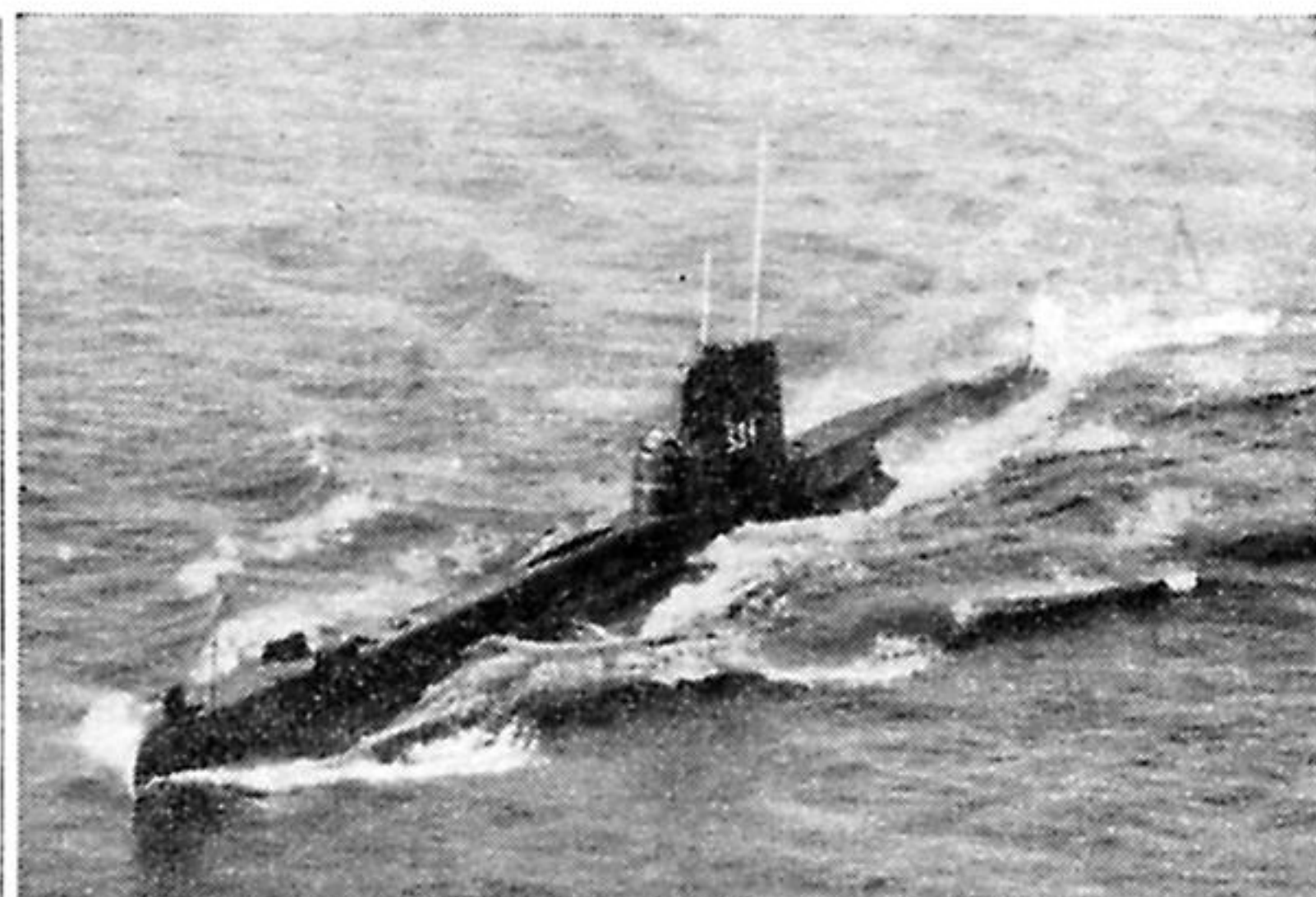
Submarine has 38,000 visitors in two months

AS reported in the NAVY NEWS for July/August, H.M. Submarine Taciturn (Lieut. K. R. B. Cadogan-Rawlinson, R.N.), spent nine weeks cruising around the coast, visiting 13 ports to encourage recruiting.

Visits were made to Ipswich, Hull, Sunderland, Leith, Dundee, Aberdeen and Oban in May, Liverpool, Cardiff, Bristol, Plymouth and Dartmouth in June, and Dover (with H.M.S. Grenville) for Navy Week in July.

This unusual cruise has been an outstanding success in every way. The figure of 38,000 visitors in a little over two months must be an all-time record. Over half of these were school-boys, most of whom had never even seen a submarine before. For them special tours were organised, and a brave attempt made to answer the barrage of technical questions which the modern schoolboy invariably fires. Outside school hours the crowds came down in their thousands, and a continuous stream poured down the fore hatch, through the cramped living spaces and machinery compartments and out of the after hatch. Great interest was shown in everything inside, and at Bristol some small boys had to be dissuaded from going round a seventh time!

Ashore the submarine's small crew were almost overwhelmed with hospitality. The civic authorities laid on a full programme at nearly every port, and dances, socials, dinners and the like combined with a fascinating series of visits to factories, breweries



H.M.S. Taciturn on passage to Plymouth. Photo: R.N.A.S., Culdrose

and a colliery to make the cruise a very pleasant one. Prominent amongst the hosts ashore were the R.N.R. Divisions at five of the ports, and branches of the Royal Naval Association, who were determined that any gaps in the programme were suitably filled. Taciturn retaliated by landing her excellent five-man skiffle group under Mechanician C. Sharp to play a variety of engagements. Cricket and football matches were played with equal success and defeat against five police teams, a newspaper and a training ship, and H.M.S. Condor.

Liaison with the local Press pro-

duced over 50 articles in local newspapers, and in addition Taciturn was filmed five times for television, and appeared twice on sound radio.

This cruise, besides being of incalculable benefit to recruiting for the Navy as a whole, has, it is hoped, gone a long way towards dispelling some wrong impressions about submarines. However the officers and ratings of Taciturn, after two months of lecturing, answering questions and generally becoming publicity-conscious, must at times have looked askance at their ship's motto—"Deeds not words."

Viscountess Astor names new Frigate

THE Right Honourable Nancy, Viscountess Astor, C.H., performed the naming ceremony when the Whitby Class anti-submarine frigate H.M.S. Plymouth was launched at H.M. Dockyard, Devonport, on July 20.

H.M.S. Plymouth is the eleventh ship of the Whitby Class (named after coastal towns) to be launched for the Royal Navy, and six of her predecessors are already in service. She is the second of the class to be built in one of the Royal Dockyards. Another, H.M.S. Rhyl, is under construction at Portsmouth and it is planned to build other frigates in these dockyards.

Lifetime's work with trust honoured

MR. P. E. Mabb, honoured in the Queen's Birthday Honours List by being appointed a Member of the Order of the British Empire, has been connected with the Royal Navy Benevolent Trust since its creation in 1922.

Mr. Mabb was born in Portsmouth in 1898 and was educated at Highland Road School, Southsea. In 1916 he volunteered for the Royal Navy and served until 1920 in the Stores Branch.

On demobilisation he was accepted as Assistant Secretary by the Portsmouth Local Committee of the Grand Fleet Fund and was at first actively



Mr. P. E. Mabb, M.B.E.

engaged in finding employment for ex-Naval men—many hundreds of whom were in destitute circumstances.

When the Royal Naval Benevolent Trust was created in 1922, the employment side was transferred to the Regular Forces' Employment Association and Mr. Mabb became engaged in case work. He also travelled all over the British Isles giving lectures to serving men on the functions and work of the R.N.B.T.

In 1944 Mr. Mabb was transferred to the R.N.B.T. Head Office at Rochester, being given the appointment of Deputy General Secretary, an office which he held until the end of 1958, when he was retired on reaching pensionable age.

In an interview, Mr. Mabb said that he would like his many Naval friends to know that the honour which he has received is regarded by him as a recognition of the splendid work performed by the Royal Naval Benevolent Trust's paid staffs over the past 40 years. All have formed part of a team and should share the reward.

His many friends wish him a happy retirement.

Chief Wren is awarded B.E.M.

CHIEF Wren Writer (G) Elizabeth Boyd who was awarded the British Empire Medal in the Queen's Birthday Honours, has served continuously in the W.R.N.S. since 1941 and has served in 15 different establishments. She is now serving in the Pay and Records Office, Royal Marines, Chatham after having served her first period of overseas service in Malta. Chief Wren Boyd first joined the Service in H.M.S. Caroline, at Belfast, Northern Ireland.

Outlook for 'Bowlands' is brighter

'NAVY NEWS' ASK SOME QUESTIONS

ALTHOUGH the Royal Navy and Royal Marine Maternity Home, Portsmouth, has been in existence since 1921, there are still many in the Navy who are unaware of its existence or whose knowledge of what it is and what it does is scanty. "Navy News" has therefore put the following questions to the Home's officials.

Where is the Home?

Clifton House, Southsea. It overlooks the Common and it is approached from Osborne Road.

What is it?

It is a first-rate maternity home comparable to any private maternity home in the district.

Who can go to it?

Wives of Naval ratings and Royal Marine other ranks. Wives of Naval and Royal Marine officers. Wives of ex-Service men and even civilians can be admitted but wives of serving personnel have priority.

What are the fees?

A sliding scale according to rank or rating. For example, the wife of an able seaman pays £22 10s., of a lieutenant-commander, £35. Civilians pay more.

What sort of extras does one have to pay for?

None whatsoever.

Sailors, The Countess Eleanor Peel Fund and from Welfare Committees.

What does the Admiralty pay?

Nothing. The Home is an organisation for the benefit of Naval Personnel and is not in any way a Service institution.

Is it run on Navy lines?

Definitely no. The staff is entirely civilian and the Home is run like any other maternity home in the country.

How long can a wife stay there?

Twelve to 14 days. In addition she can attend the anti-natal and post-natal clinic at the Home.

Can a wife have her own doctor?

Yes. If a wife has not got a doctor there is a staff medical officer (a local civilian doctor) who will attend her.

If a wife goes to the Home can she receive the State maternity grant of £17 10s.?

Yes.

Is it true the Home is going to close down?

Last year it was thought very probable the Home would have to close because of lack of financial support. The outlook now is much better and the Home is definitely remaining open for some time. The Council of Management is still negotiating hard to keep the Home open permanently; everything depends on the support given to the Home.

Do many people go to the Home?

The number of patients has gone up by 50 per cent. since 1957. The number is expected to reach a total of nearly 400 during 1959.

How does one apply to get in?

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Three months with H.M.S. Gambia

(BY OUR SPECIAL CORRESPONDENT)

THE end of the Easter leave saw Gambia heading joyfully for Copenhagen. This visit which lasted for a week, was a great success and together with Centaur, Llandaff and the Submarines Alaric and Porpoise we presented a fine sight along the Langelinie. The scene is commemorated by a fine picture painted by a Danish artist and presented to the ship the day before sailing. The highlight of the visit was undoubtedly the honour paid to the ship by Their Majesties the King and Queen of Denmark, who lunched on board with Vice-Admiral Wright on Tuesday, 12th May. As so many people already affirm, Copenhagen is a wonderful city whatever your tastes, æsthetic, gourmand or sensational; and by the time Gambia left there was none who did not hold some brief for the D.W.O.L.

From this gay start to the summer cruise, Gambia returned to her base port of Rosyth where she was the principal attraction for Scottish Navy Days. Thence we moved up to the

brushwood and peat fire which had started up during the early part of the day.

Towards the end of May (still in North Scottish Waters) we were

the Provost of Dunfermline, together with four of their fellow citizens. Gambia has ties with both these places. Huddersfield adopted the ship during Warship Week, when the town raised the sum of £1½ million, and, since being based at Rosyth, the ship has also been closely associated with the ancient city of Dunfermline. Also with us for this voyage was a party of Sea Cadets from Chichester, who proved themselves very handy.

Our next bulletin will be from the Mediterranean, and we are hoping that, although the newest arrivals on the Station, we shall be giving a good account of ourselves during the Fleet Regatta to be held at Augusta in Sicily early on in August.



Moray Firth and on to Loch Eriboll (near Cape Wrath) for bombardment and landing party training. Beautiful weather greatly added to the charm of these remote spots and when the training programme permitted, a lot of people set out to explore the countryside with boat and boot. All too frequently the remote peacefulness (during the week-days) was broken by the cacophony of gunfire, but our gunners undoubtedly improved their aim to such an extent that even those who are not addicted to the cult grudgingly mouthed a few words of appreciation. The highlight of the Loch Eriboll visit was to have been a landing party exercise during which the elusive Marines (who had leapt ashore and set up camp before even the anchor found bottom) were to have been rounded up by the Naval section of the landing party. But in the event we found ourselves battling with a

joined by three Norwegian destroyers and a week later by a Dutch Squadron. Training continued, but in mixed units, so that by the time Exercise Fairwind started everyone was well used to working together. This exercise again took us towards Danish waters and on its completion (whilst a few hard-worked staff officers analysed the results) Gambia enjoyed a three-day visit to Aarhus. A much smaller town than Copenhagen, but with all the essential ingredients for the D.W.O.L.

From Aarhus we returned to Rosyth where, with regret, we lost Vice-Admiral Wright (Flag Officer Flotillas, Home) to H.M.S. Bermuda.

On July 8 Gambia sailed round to Portsmouth for a few days stay before sailing for the Mediterranean Station on July 16. During this voyage down the East Coast we were delighted to have with us, as guests of Capt. W. J. Munn, the Mayor of Huddersfield and

Gambia at Copenhagen with Llandaff and Centaur in the background. This is more or less the scene depicted in the painting presented to the ship

Recent Film Releases to the Fleet

"Serious Charge," Sociological Melodrama, Anthony Quayle, Sarah Churchill, Andrew Ray. "Look Back In Anger," Low Life Melodrama, Richard Burton, Claire Bloom, Mary Ure. "Sapphire," Racial War Melodrama, Yvonne Mitchell, Nigel Patrick, Michael Craig. "It Happened To Jane" (colour), Comedy Drama, Doris Day, Jack Lemmon, Ernie Kovacs. "Some Like It Hot," Comedy Extravaganza, Marilyn Monroe, Tony Curtis, Jack Lemmon. "Middle of the Night," Romantic Melodrama, Kim Novak, Frederic March, Albert Dekker. "Alive and Kicking," Irish Comedy, Sybil Thorndike, Kathleen Harrison, Stanley Holloway. "Shake Hands With the Devil," Adventure Melodrama, James Cagney, Dana Wynter, Don Murray.

ting the architectural beauties of Athens and the surrounding countryside and here they were offered to the ship's company "on a plate." Most took advantage of the opportunities offered to them.

BOAT'S CREW IN SPEEDY RESCUE ACT

ALTHOUGH life in a survey ship is a particularly full one, the ship spending a great deal of time actually in the area being surveyed and very little time indeed in visiting places of interest, H.M.S. Shackleton was recently involved in an incident which, once again, reveals the initiative for which the Royal Navy is renowned.

On June 15, when one of the surveying boats was on passage to the sounding area in the Menai Strait and was passing Puffin Island, it was observed that someone on the island was signalling for help. Investigation showed that a woman, camping on the island with her husband, had been badly burned whilst cooking breakfast on a spirit stove. The injured woman was carried back to the boat which proceeded with all haste to Bangor Pier, a rating being landed at Beaumaris en route to telephone for an ambulance to await the boat's arrival at Bangor.

The woman had sustained serious burns to the face and the upper part of the body and the speedy action of the boat's crew was highly commendable. The husband, who is a doctor, said that without the Navy's help, there could have been serious results.

Adding gallantry to initiative, the driver of the motor boat, who lives quite near the injured lady, visited her whilst on week-end leave and presented her with a bouquet of flowers on behalf of the boat's crew.

NAVAL CANTEEN SERVICE

Glowworm survivor given present of silver casket

WHEN ship's canteen manager Salvo Cilia completed a commission on board H.M.S. Bermuda last month he was pleasantly surprised to receive a solid silver cigarette casket from Commander J. O. Coote, R.N., who made the presentation on behalf of the Ship's Welfare Committee. Also present was Commander (S)

J. R. Simpson. The gift was a practical expression of the Committee's gratitude for all the help and co-operation received from Mr. Cilia during his two years on H.M.S. Bermuda.

Mr. Cilia and his staff—1st hand Carmelo Degiovanno, canteen assistants Anthony Briffa and Joseph Balzan—return to Malta for leave and then a new posting. Salvo, who has spent 25 years at sea with the Naval Canteen Service was for five years a P.O.W. in Germany after surviving the sinking of the H.M.S. Glowworm, a victim of the German cruiser Hipper in 1940.

Canteen Manager L. R. Phillips, who has been engaged on shore duties at Devonport for the last twelve months has taken over on board H.M.S. Bermuda with a U.K. canteen staff.

Enjoying the summer sunshine is canteen manager E. Wells who finds England's unusually warm weather a pleasant contrast to the Antarctic, where he has spent the last six months on board H.M.S. Protector. This was Ted Wells's first tour of duty in the Ice Patrol Ship. He relieved canteen manager Len Fenton, who served on board as canteen manager for three previous commissions to the Antarctic. It was also a first-time-ever voyage for canteen assistant W. J. Hoskins.

It's back to sea again for canteen manager R. Willcocks, who joined a ship in Portsmouth in July after a twelve months' spell ashore at Bahrain in the Persian Gulf. A 39-year-old bachelor, Ron Willcocks has been with Naafi for the last 13 years and is looking forward to watching Pompey play next season.

H.M.S. Troubridge has had the same canteen manager since March, 1957. He is R. H. Swann, who sailed for the West Indies again last month for another commission on board. With him is his assistant John Holding, now a trainee canteen manager. They have served together for the past two years.

With H.M.S. Delight in the Mediterranean

H.M.S. Delight—at present on the Mediterranean leg of her commission—has already steamed several thousand miles and "shown the flag" in places as far apart as Barcelona and Istanbul.

At Barcelona, the first place visited

after the customary stop at Gibraltar, the ship, in company with H.M.S. Birmingham and the Third Destroyer Squadron, the ship's company revelled in "make and mends," coach trips and "doing the sights of the city." There were two opportunities to see bull-fights, but the general opinion on board seemed to be that it was an almost inhuman "sport." A combined Delight and Birmingham rugby fifteen played a representative side and to the amazement of the visitors, won by one point. The Squadron fielded a soccer team, but, after taking an early lead, the hosts gave the Navy team a footballing lesson.

Various exercises followed the Barcelona visit and then the ship called at her second home, Malta, and, after a short stay, sailed for Istanbul and Athens. There was a real emergency after a few hours at sea, when, during a manoeuvre to prepare for a jack-stay transfer there was a collision with H.M.S. Birmingham. Delight ended up with the loss of her whaler and her motor boat's davits and the motor boat found a temporary home in Birmingham. There was also minor damage to the ship's side.

It was learned later that two men in Birmingham lost their lives when they were overcome by poisonous fumes when examining the watertight integrity of the ship after the collision.

At Istanbul there were the usual "runs," but with one difference. Volunteer blood donors from the fleet gave over 800 pints of blood to the local hospital. A plaque expressing gratitude was presented to the Flag Officer (Flotillas).

Opportunities of a lifetime came when the ship visited Athens. People have spent hundreds of pounds visi-

Sports control board—Deficit last year was £686

THE R.N. and R.M. Sports Control Board (President—The Second Sea Lord) would like to remind members of Welfare and Mess Committees of the needs of the Board, when Welfare or other funds are being disbursed.

Broadly, the Board makes regular grants to ships on commissioning and re-commissioning for the purchase of sports gear, and to the non-self-supporting Sports Associations, who in turn finance representative Royal Navy teams.

Over the last four years, donations from ships and establishments have been £131, £265, £459, and £370, whilst commissioning grants have been constant at about £2,500 per year.

Whilst income from investments has risen slightly, there has been an overall deficit in the Board's fund for three out of the last four years. Last year's deficit amounted to £686, and money is needed to help both ships and establishments, and Navy representative sports.

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Members of the Interport Naval Traders' Association

Dreadnought 'prototype' at Portland

Skipjack has controls similar to that of an aeroplane and, said Cdr. W. W. Behrens, her Commanding Officer, "the submarine really banks like an aircraft in flight." The navigators can be secured by straps as in an aircraft and the crew can support themselves by holding bars. For security reasons no details of per-

Cdr. Sambourne was very impressed with Skipjack. He said "She is a wonderful ship and quite unlike the conventional submarine. The two do not compare in manoeuvrability and method of attack. A commanding officer of a nuclear submarine has to learn new kinds of tactics."

A.B. Lloyd won the big prize of a week in Paris for two with hotel accommodation, theatres and spending money thrown in. Two writers flew to Johannesburg for two days and had a wonderful time with two South African models while the remainder staggered off with cine cameras, stereophonic radiograms and portable radios.

P.O. Wren Funnell is the first W.R.N.S. rating to gain this award. She has served in the Sick Berth Category for eight years and has recently been drafted from H.M.S. Gannet to the Royal Naval Hospital, Chatham.

Whilst on passage from Sydney to Coffs Harbour a passenger was the Senior Professor of Zoology at Sydney University—Mr. Dawbin—who joined the ship to experiment with whale tagging from a submarine. Mr. Dawbin is conducting a survey into the migratory and breeding habits of whales in southern seas and so far he has tagged 600 whales off such places as Tonga, Fiji, New Zealand, Samoa and Australia. He normally chases whales in small manoeuvrable fishing boats or whale catchers or, off Tonga where hand harpooning of whales is still carried on, in open pulling boats. He attempts

From a foggy Portland the ship sailed for the blue Mediterranean and warmer climes. Having passed through a tame Bay of Biscay, Dainty stayed one day at Gibraltar and then sailed for Augusta in Sicily to play an important part in a N.A.T.O. exercise.

For the Queen's Birthday Parade in Nicosia, a large contingent was landed and it seemed hard on our Army friends when the local papers reported that the Navy had stolen the show. H.M.S. Dainty had again made the news!

CFH/9K/26

NEPTUNE'S SCRAPBOOK



The First Sea Lord, Admiral Sir Charles E. Lambe, G.C.B., C.V.O., presented prizes to boys of the Royal Hospital School, Holbrook, Suffolk, at the annual prize distribution on July 25.

Admiral Sir Michael M. Denny, G.C.B., C.B.E., D.S.O., has been placed on the Retired List to date July 28.

Vice-Admiral Sir Robin L. F. Durnford-Slater, K.C.B., was promoted Admiral to date July 28.

Rear-Admiral J. S. Lancaster, C.B., was promoted Vice-Admiral to date July 28.

Rear-Admiral W. G. S. Tighe has been appointed Rear-Admiral (Personnel), Home Air Command.

Admiral Sir Walter T. Couchman, K.C.B., C.V.O., D.S.O., O.B.E., has been appointed a Lord Commissioner of the Admiralty and Vice-Chief of the Naval Staff in succession to Admiral Sir Caspar John, K.C.B., to take effect in February, 1960.

Vice-Admiral J. D. Luce, C.B., D.S.O., O.B.E., has been appointed Commander-in-Chief, Far East Station in succession to Admiral Sir Gerald V. Gladstone, K.C.B., to take effect in April, 1960.

Vice-Admiral Sir St. John R. J. Tyrwhitt, Bart., C.B., D.S.O., has been appointed a Lord Commissioner of the Admiralty, Second Sea Lord and Chief of Naval Personnel in succession to Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C., to take effect in December, 1959.

Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C., has been appointed Flag Officer Air (Home), in succession to Admiral Sir Walter T. Couchman, K.C.B., C.V.O., D.S.O., O.B.E., to take effect in January, 1960.

Rear-Admiral C. D. Bonham-Carter was placed on the Retired List to date June 10.

Rear-Admiral G. A. F. Norfolk was placed on the Retired List to date August 21.

Vice-Admiral Sir Charles E. Madden, Bt., C.B., has been appointed Flag Officer, Flotillas, Home Fleet, in succession to Vice-Admiral R. H. Wright, C.B., D.S.C.

Vice-Admiral Sir Stephen H. Carlill, K.B.E., C.B., D.S.O., and Rear-Admiral A. C. C. Miers, V.C., K.B.E., C.B., D.S.O., have been placed on the Retired List to date July 7.

Rear-Admiral J. B. Frewen has been appointed Chief of Staff to the

Commander-in-Chief, Home Fleet, in succession to Rear-Admiral H. C. D. MacLean, D.S.C.

Rear-Admiral C. B. Pratt has been appointed Chief Staff Officer, Technical, to Flag Officer Air (Home).

Rear-Admiral A. R. Hezlet, D.S.O., D.S.C., has been appointed Flag Officer, Submarines, in succession to Rear-Admiral B. W. Taylor, C.B., D.S.C., to take effect in November, 1959.

Rear-Admiral R. T. Sanders, C.B., M.I.Mech.E., has been appointed Director General of Dockyards and Maintenance, in succession to Rear-Admiral P. D. H. R. Pelly, C.B., D.S.O., to take effect in December, 1959.

Promotions to Rear-Admiral to date July 7 announced by the Admiralty were: Capt. R. M. Smeeton, M.B.E., A.D.C.; Capt. R. E. Washbourn, D.S.O., O.B.E.; Capt. A. R. Hezlet, D.S.O., D.S.C.; Capt. J. B. Frewen; Capt. (Acting Rear-Admiral) D. H. F. Hetherington, D.S.C.*; Capt. (Commodore) T. L. Eddison, D.S.C.; Capt. C. B. Pratt, A.D.C.; Capt. W. G. S. Tighe, and Capt. V. St. C. L. Magniac.

Miss H. Moore, R.R.C., Matron-in-Chief, Queen Alexandra's Royal Naval Nursing Service, has been appointed an Honorary Nursing Sister to the Queen.

Mr. Norman P. Luscombe, has been appointed Director of Armament Supply in succession to Mr. Raymond L. Lawson, C.B.E.

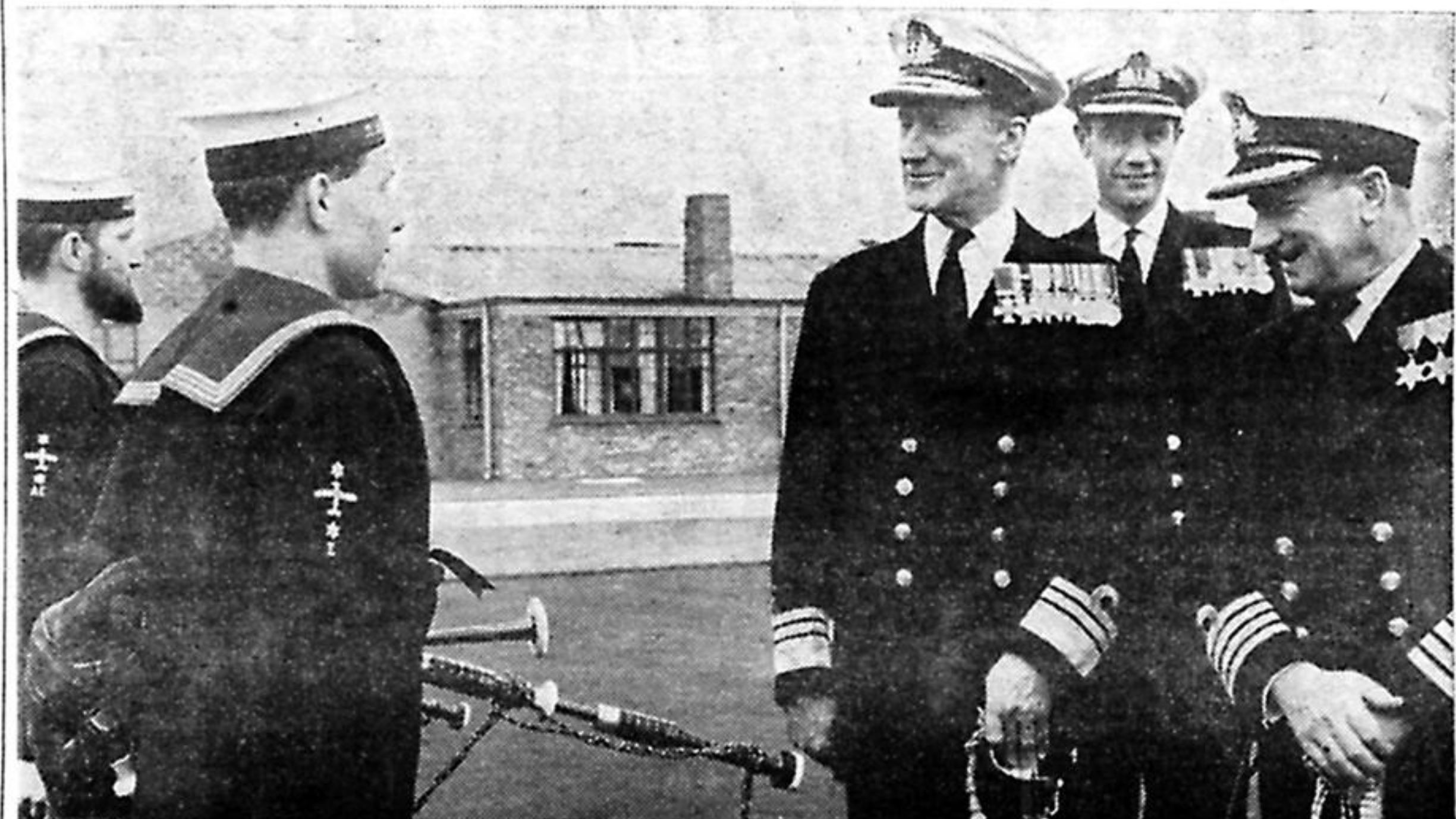
The Royal New Zealand Navy frigate H.M.N.Z.S. Taranaki was launched at the Cowes yard of J. Samuel White Ltd., on August 19, by Lady Freyberg, wife of Lord Freyberg, V.C., who was Governor-General of New Zealand, 1946-52.

Taranaki is named after a province on the west coast of North Island and means "Mountain Glide."

H.M.S. Saintes and Camperdown returned to Devonport, and H.M.S. Armada returned to Portsmouth, on August 5, after service in the Mediterranean Fleet. On the way home the ships embarked 150 soldiers from Corunna. The soldiers had been taking part in ceremonies to commemorate the 150th anniversary of the Battle of Corunna.

Officers of the Royal Yacht Britannia were entertained at a reception and dinner in the United Services Club at Montreal on July 18.

Second Sea Lord visits H.M.S. Condor



THE Second Sea Lord, Vice-Admiral D. E. Holland Martin, C.B., D.S.O., D.S.C., visited H.M.S. Condor on July 15-16. He toured the Establishment and took the salute at the Station Divisions. He also visited Rescobie Loch—H.M.S. Condor's Sailing Club headquarters.

Apart from the usual visits to Glen Esk and Rescobie Loch by classes of mechanics and apprentices, this last month has brought an extension of the Outward Bound scheme.

Lieut.-Cdr. Preston and seven apprentices from 9 class entrained for Achnashellach in Rosshire, and with pup tents followed a route on foot to Kinlochewe, Lochan Fada, Lochan Nid to Braemore Junction. Restocking in Ullapool, they went through Glens Achall and Eining to Oyckell Bridge and then on into Sutherlandshire to Lairg where the trip finished. Lieut.-Cdr. Meyler followed this same route when he took four apprentices of 7 class the next week.

The remaining members of 7 class, eight in number, did some sail training in the Clyde in the 60 square metre Sea Swallow (Inst.-Lieut.-Cdr. Ferguson) and the 30 square metre Jutta (Lieut.-Cdr. Tetley). Visits were paid to Port Bannatyne, Lamlash, Campbelltown, Loch Ranza, Tignabruach, Rothesay, and Rhu and Gourock. The weather was good and the sailing excellent.

The termly olympiad or "blood bath" between H.M.S. Condor, and H.M.S. Caledonia took place on July 16 and although Caledonia won by 14 points to 4 most of the events were much closer than the score indicates.

Vice-Admiral Holland Martin jokes with Leading Airman Dorman (bearded) and Leading Airman Smith. On the right of the photograph is Capt. G. W. Tanner, Commanding Officer, H.M.S. Condor, and Cdr. W. P. B. Barber.

For example Caledonia won the sailing event by 131½ points to 131¼.

July brought the usual number of dances in the establishment including the Wardroom Summer Ball on July 17, the Ship's Company Dance on the 16th of the month, the Supply and Secretariat Summer Dance at the Marine Ballroom on the 14th, a J.R.T.'s Dance on the 10th and the Chief Petty Officers' Mess Dance on July 24.

Congratulations to First Officer D. L. Orton on winning the Home Air Command Ladies Singles Tennis Championship.

CHIEF WREN AWARDED B.E.M.

MISS Elsie Elizabeth Garbutt, of 9 Friars Terrace, Hartlepool, the North East's only Naval Family Welfare Service Worker, was awarded the British Empire Medal for outstanding zeal and devotion to duty in the Queen's Birthday Honours.

Chief Wren Garbutt was the first Wren transport driver in the Hartlepool and eventually became a Petty Officer in charge of Wren Drivers.

Born in Hartlepool, Chief Wren Garbutt joined the W.R.N.S. at the outbreak of the Second World War and after the war joined the Naval Family Welfare Service and received her training at the Naval Barracks, Portsmouth. Now, from an office in Grainger Street, Newcastle, she covers the whole of the North-East. She is a lay preacher and a member of Hartlepool Headland Methodist Church. She has been a Magistrate at Hartlepool for eight years.

VICTORY'S GALA DAY A HUGE SUCCESS

JULY 16 dawned bright and warm for H.M.S. Victory's (Barracks) Annual Gala Day, held on the lawns of the Wardroom.

As 3 p.m. struck, Miss Lita Rosa walked out of the Wardroom, escorted by the First Lieutenant (Lieut.-Cdr. R. W. Garner), as the band of the Royal Marines began to play.

In welcoming Miss Lita Rosa, Commodore A. A. Fitzroy-Talbot (Commodore, R.N. Barracks) thanked her for coming along to open the fete.

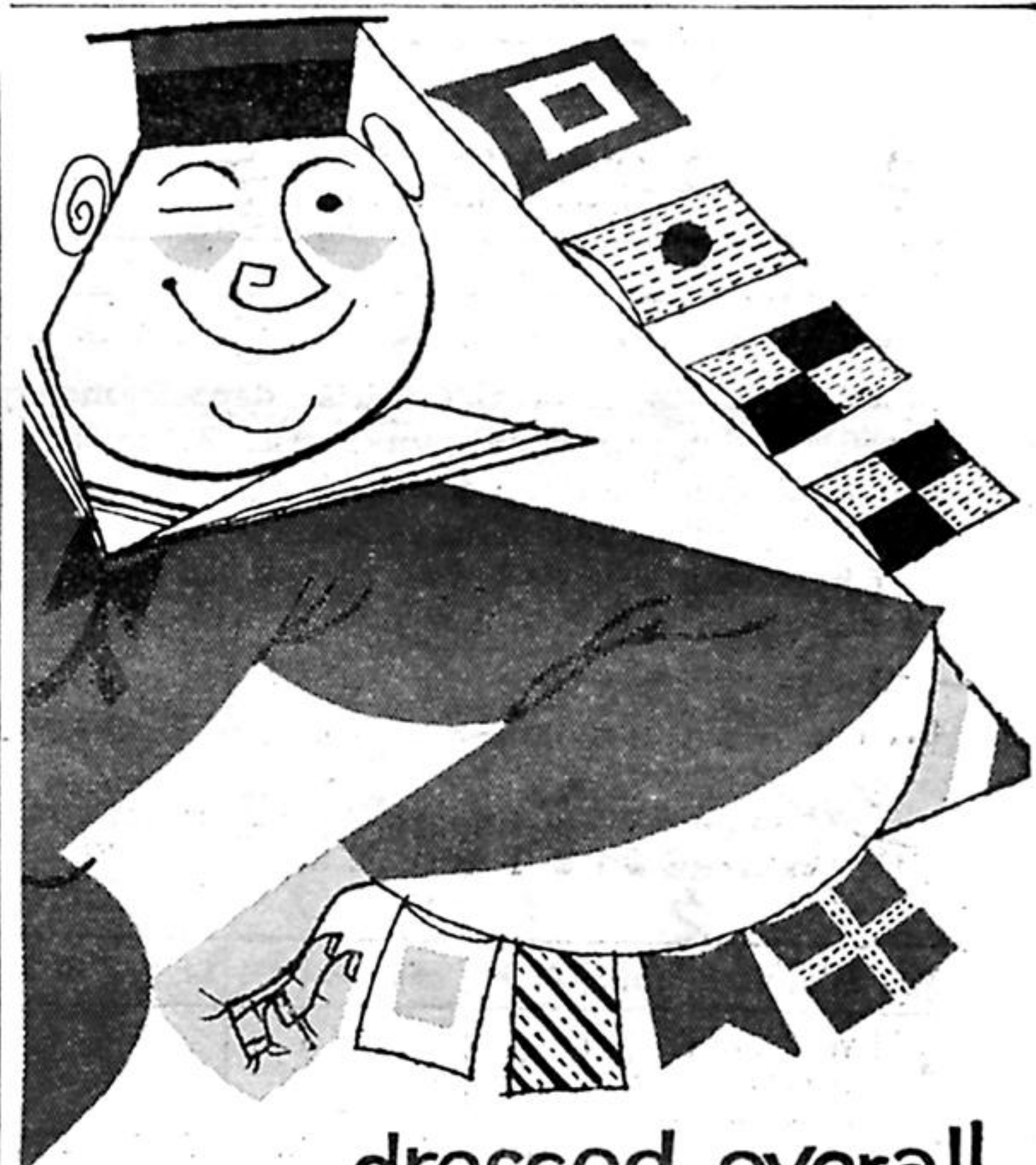
There were swings and pony rides for the children, and on the sports ground races were held. There was an exhibition of ships' models, and there was a competition stand.

At 5 p.m. the Bluejacket Band of the Barracks began playing on the parade ground, prior to the commencement of the arena shows. The first on the "bill" was the School of Physical Training, whose members gave a magnificent gymnastic display. Petty Officers Glover and Austwick, selected possibles for the next Olympic Games, were among the team.

Next followed a tug of war between the Navy and the Royal Marines. This event was won by the Royal Marines.

The Cadets from H.M.S. Victory, Vernon, Dryad and Excellent competed in a Field Gun competition. H.M.S. Excellent Cadets won.

To round off the events, the band of the Royal Marines beat Retreat.



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NOTICES



"—and hunger, not of the belly kind, that's
Banished with bacon and beans,
But the gnawing hunger of lonely men for
A home and all that it means."

—APOLOGIES TO THE LATE DAN MCGREW.

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FLEET NEWS



H.M.S. Victorious passing down the Hudson River on her departure after her recent visit to New York

PLENTY TO ENTHUSE ON IN STOCKHOLM

Bluebell Girls parade before a highly enthusiastic audience in H.M.S. Tyne when the ship visited Stockholm in June



An unusual picture, taken from the launching platform, before H.M.S. Plymouth was launched by Viscountess Astor on July 20. The "slip rope," in position for cutting, is clearly visible

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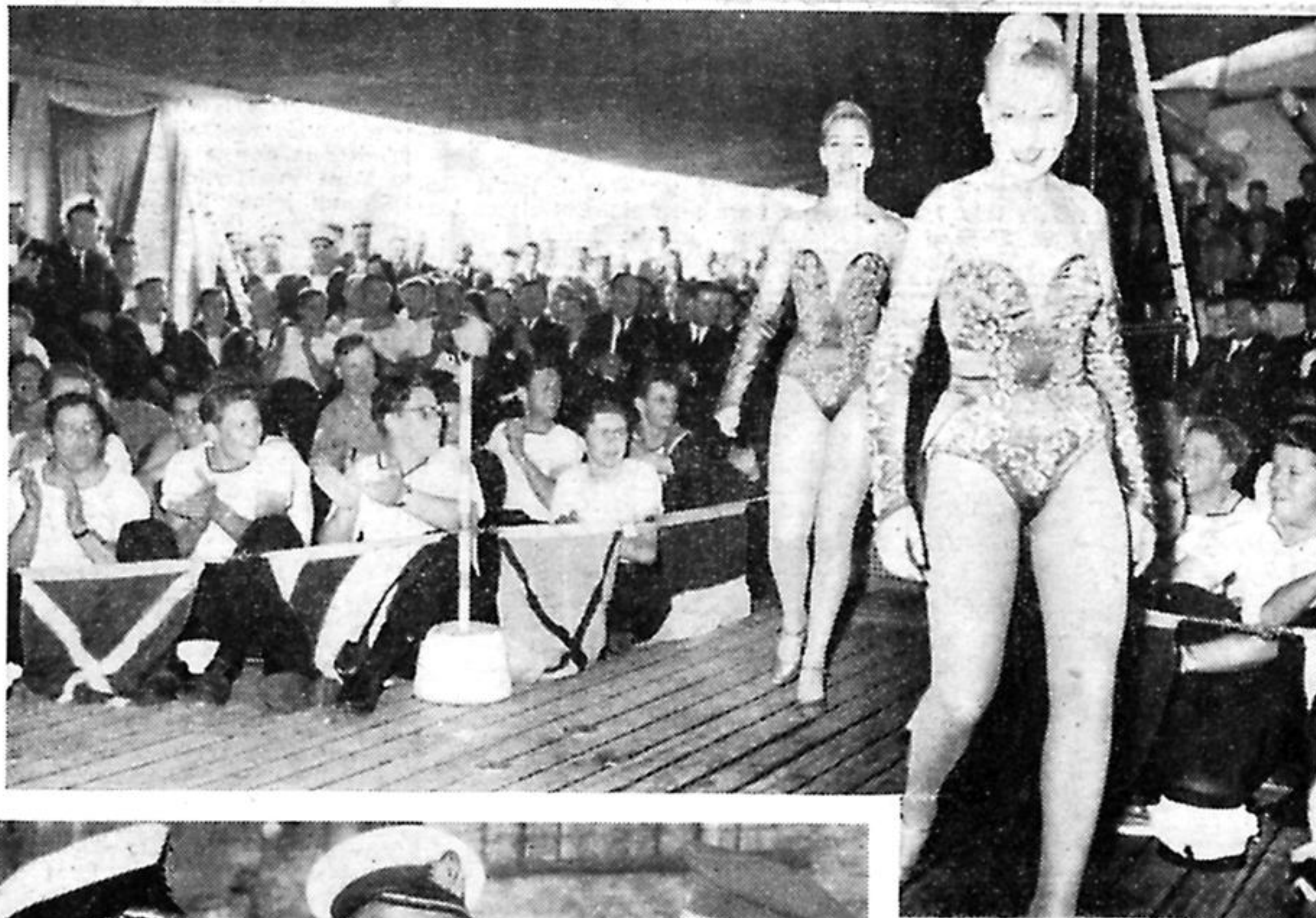
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The Commander-in-Chief, Home Fleet (Admiral Sir William Davis), introduces Capt. P. U. Bayly, Captain (D), Sixth Destroyer Squadron, to the Chief of the Joint Services Staff of the Swedish Minister of Defence, Major-General C. Armann, on board the Home Fleet flagship, H.M.S. Tyne

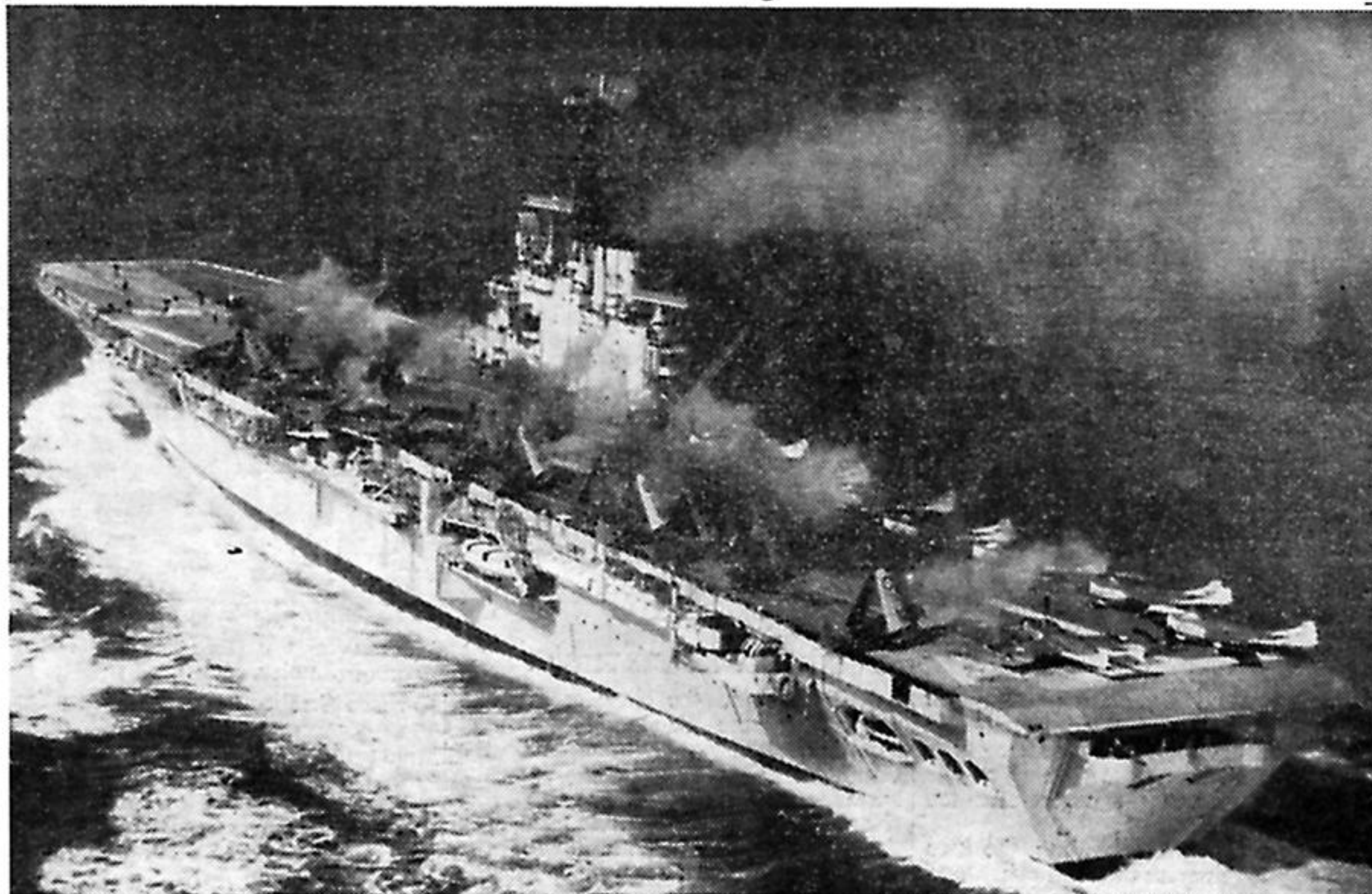


Miss Christine Watts, of Plymouth, Devon, elected Miss H.M.S. Bermuda when the ship visited the colony

IN PICTURES Squadron 'ready to take off'



H.M.S. Terror's pirates' cave was one of the attractions at the bazaar held recently in the Naval Base, Singapore. Proceeds raised by this annual event go towards the cost of running a school in Singapore for seventy blind children



Seahawks of 804 Squadron start up on board H.M.S. Albion during the S.E.A.T.O Exercise "Sea Demon," held in the China Sea recently



H.M.S. Centaur, together with H.M.Ss. Solebay, Lagos, Llandaff and Hogue, visited Lisbon recently for the British Trades Fair. Centaur is here seen entering Lisbon



H.M.S. Albion's volunteer band which has been in constant demand during the ship's 70,000-mile journeyings. The band's manager, Lieut. Spinks, and its conductor, Band-Sgt. Rose, are in the centre



The Commander-in-Chief, The Nore, Vice-Admiral Sir Robin Durnford-Slater, inspecting the Electrical Division on board H.M.S. Vidal, off Chatham, when he visited the ship early in July

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Frigate signalled 'Now some two thousand miles from the open sea'

H.M.S. ULSTER ESCORTS ROYAL YACHT THROUGHOUT SEAWAY

HM.S. Ulster is a Type 15 Frigate under the command of Cdr. Cameron Rusby, R.N., and for the past few weeks has been detached from her normal duties on the West Indies Station to act as escort to H.M. the Queen on the occasion of the Royal Tour of Canada. It is not proposed here to relate in detail the events of the Royal Tour, which have been well covered in the National Press.

On June 15 Ulster left Ireland Island in Bermuda and sailed for Seven Islands in the estuary of the St. Lawrence River. At Seven Islands the ship joined up with the Canadian Frigates Restigouche and St. Croix to act as close escort, and together with H.M. Yacht Britannia, awaited the arrival of H.M. The Queen and Prince Philip from Newfoundland.

On the arrival of the Royal Party, Britannia and the escort left for Gaspé where the Queen was to review units of the Canadian Navy. A blanket of fog enveloped the ships that evening, and was still hanging around at 8 a.m. the next day. By 9 a.m., however, it had rolled away revealing blue skies, and the sun was shining as the Royal Yacht and the escort steamed slowly down the line.

Some 14 ships, including the two British submarines Ambush and Alderney (on loan to the Canadian Navy), were lying at anchor in review

ships weighed anchor and, taking stations on Britannia, headed for the Saguenay River.

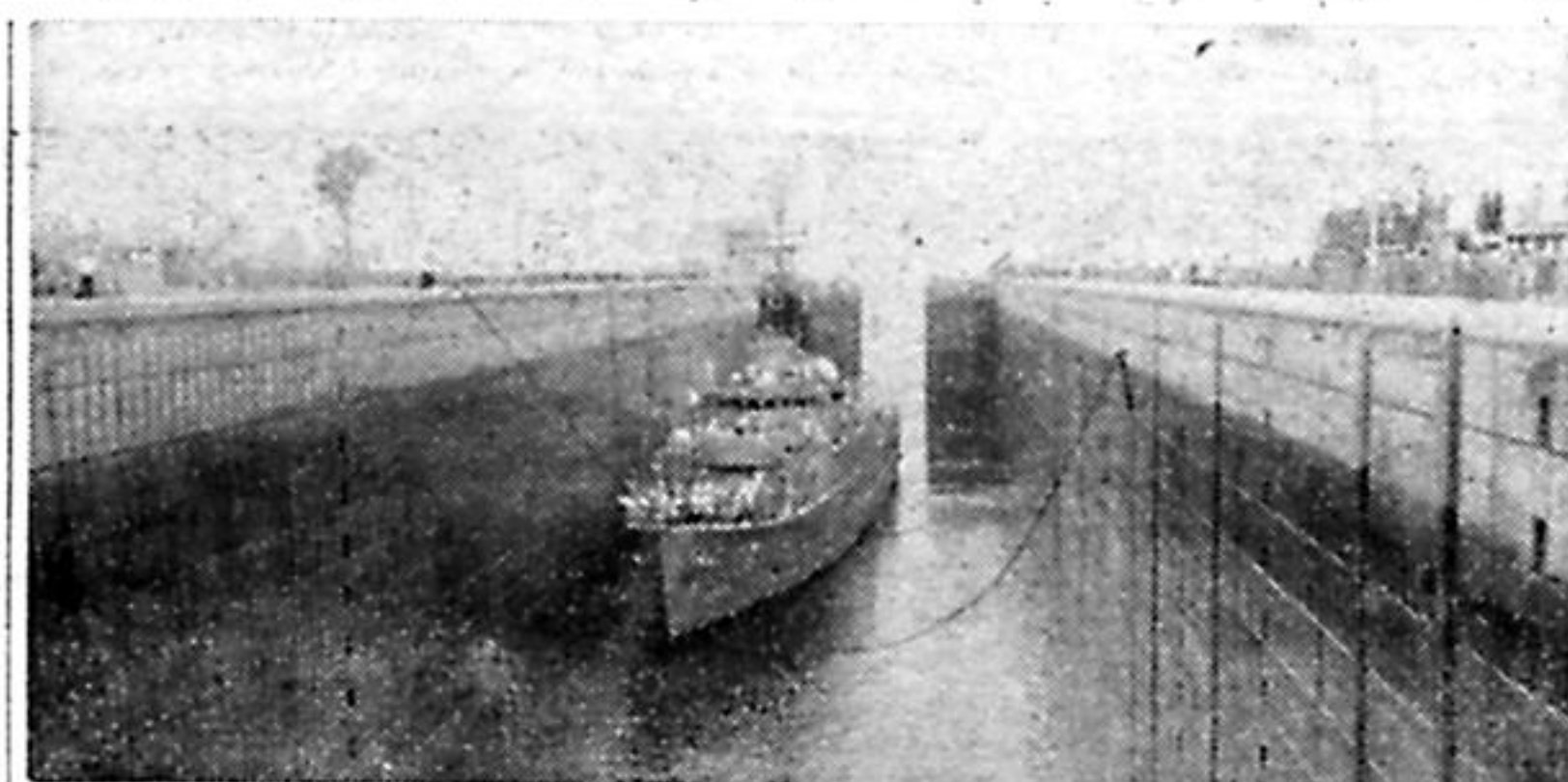
SIXTEENTH BIRTHDAY

Britannia and the close escort proceeded up the Saguenay the next morning, the remainder of the Canadian ships anchoring at the entrance of the river. The trip up the river was a memorable one, and even the overcast skies did not hide the splendid scenery. Unnoticed by the ship's company, Ulster this day celebrated her sixteenth birthday, with a

The next call was at Quebec, and this was, for most, the first run ashore in Canada. Our Canadian partners in the close escort left us here, and were relieved by H.M.C.S. Gatineau and H.M.C.S. Kootenay. Ulster was berthed alongside beneath the Heights of Abraham, and many took the opportunity of scaling the historic cliffs (via the steps!) and looking around the city.

From Quebec to Three Rivers for a brief stay, and then on to Montreal where the ships—Canadian, British and American—were assembling for the official opening ceremony of the Seaway. The ships were open to visitors and received a great welcome.

At noon on Friday, June 26, Britannia, carrying H.M. the Queen



H.M.S. Ulster entering the Eisenhower Lock

Locks and further progress was inadvisable. The ship anchored for the night, and next morning, after several attempts—each thwarted as the fog settled again—the ship finally got under way again, and entered the Snell and Eisenhower Locks during the afternoon.

THOUSAND ISLANDS

These two locks raised the ship 89 feet on to the new man-made Lake St. Lawrence. This 28-mile-long lake serves a dual purpose, providing the motive force for the huge Moses Saunders hydro-electric power station, and, at the same time, covering beneath its placid surface the treacherous rapids of the Long Sault. Passing through the last of the seven locks—the Iroquois—the ships proceeded further upriver, and anchored off Brockville for the night.

Sunday morning was bright and sunny as Britannia and the close escort steamed on up towards Lake Ontario. The St. Lawrence around this region is dotted with hundreds of tiny picturesque islands, most of which are inhabited by well-to-do Americans, and the area is appropriately named "Thousand Islands."

NIAGARA FALLS

The ships were here surrounded by hundreds of small craft all flying gaily coloured flags and carrying waving cheering people. These trim-looking boats bobbed and bounced along flinging up clouds of spray as they raced to keep up with the ships. Then, as mile succeeded mile, they dropped back steadily and with a final wave turned and headed back.

The next stop was a brief one at Kingston, then on across Lake Ontario to Toronto. Sightseers made good use of the two-day stay there touring the rapidly expanding city, and a hundred or so ratings visited the famous Niagara Falls.

From Toronto, the next stage of the journey was across the Niagara Peninsula through the 27½-mile-long Welland Canal to Lake Erie. The difference in level of the two lakes is 326½ feet and Ulster climbed this height in eight huge "steps" through the Welland Locks system. This system has been in use since 1931, and the canal was dredged as part of the Seaway scheme to take vessels of deeper draft.

Here the ships' companies were very well received and entertained by the ship's company of H.M.C.S. Hunter in the modern building which is the headquarters of the Naval Reserve. The city was "wide open"; barricades had been erected across the roads, and dancing took place in the streets, a novelty enjoyed by everyone.

After a brief but happy stay in Windsor, the ships left for Sarnia to fuel and, although the stay was only for a matter of six hours, quite a number of the ship's company went ashore to have a look around this small town. H.M. the Queen and Prince Philip arrived in Britannia about 9 p.m. and were accorded a terrific welcome when they came ashore. In fact ratings had difficulty in getting back to the ship through the crowded streets where people had been waiting patiently three and four hours for a glimpse of the Royal couple.

From Sarnia across Lake Huron to a tiny place with a long name... Penetanguishene, and after a brief stay there with no leave, the Yacht and the close escort sailed for Lake Michigan. The escort was joined en route by units of the U.S. Navy, and the ships made an impressive picture as they steamed beneath the new Mackinac suspension bridge and across Lake Michigan heading for Chicago.

CHICAGO'S WELCOME

Chicago had gone to great lengths to make this visit of H.M. the Queen an outstanding one. Fire-fighting tugs sent up geysers of water high into the air; formations of aircraft roared by

overhead, and ships in the harbour hooted their sirens in a raucous welcome. Rockets exploded in the air releasing the flags of the U.S.A., Canada and Great Britain, and as they fluttered slowly down, the Royal barge carrying the distinguished visitors sped swiftly ashore.

The streets of Chicago were crowded with cheering people, and many curious glances were cast that day at the men in white Naval uniform who, until then, had only been seen on the cinema screen or in illustrated books. This memorable day came to an end with a spectacular fireworks display centred over the Royal Yacht.

The ships formed up and left Chicago at midnight and there followed a quiet period on the journey back up Lake Michigan. Saying farewell to the American escorts, the Yacht and her close escort proceeded through the locks at Sault Ste. Marie and entered the last of the five Great Lakes, Superior.

Mist and rain became the pattern of the weather as the ships steamed steadily on to the furthestmost point, Lakehead, and the twin towns of Port Arthur and Fort William. This was the farthest point of the cruise, and it was from here that the Captain signalled Admiralty. "H.M.S. Ulster arrived Fort William: Ulster is now some 2,000 miles from the open sea and 602 feet above sea level."

This must surely be a unique position in which to find a British warship!

H.M. the Queen and Prince Philip left Britannia at Port Arthur and commenced their journey overland to the east coast of Canada.

FORT WILLIAM'S WARM WELCOME

The people of Fort William made the ship's company really welcome, and on the occasions when the ship was open to visitors, even torrential rain could not dampen their enthusiasm and the upper deck was crowded with people. Dances and social evenings were organised ashore by various Legions, and were enjoyed by many. The men of the Naval Reserve at H.M.C.S. Griffon extended a warm welcome to the ships, and the various messes were open to the ships' companies during the whole of the stay.

Ulster's next port of call was Alpena, where the people were waiting to give the ship a most enthusiastic welcome. A barbecue and a sight-seeing tour were organised, and many ratings were entertained privately. In short, everyone succeeded in packing a really good time into two hectic days.

From Alpena to Sarnia for fuel, and thence to Detroit where the ship shared a most hearty welcome with units of the U.S. Navy. Ulster saluted the port on arrival with 21 guns, the honours being returned from the Coast Guard base at Belle Isle. Thus were the first shots exchanged between the U.S. and the British in that area since the war of 1812.

Techniques of a different nature were exhibited by the Detroit City Police in a pistol shooting match against the ship's team. Leading a first-class team of Detroit "Bobbies" was Inspector Reeves (Olympic and International Champion), who gave a superb display of marksmanship. The teams and spectators later enjoyed a barbecue, and returned to the ship in the evening after an enjoyable and most interesting time.

NIGHT RETURN

Leaving Detroit, the journey back through the Welland Locks was made during the night and without incident.

The past few weeks have been outstanding in a commission which is now drawing to an end, and will long be remembered by the ship's company as a most interesting and eventful one.



order, manned and dressed overall. On the arrival of Her Majesty they fired a co-ordinated gun salute, and the hearty cheers of the assembled ships' companies broke the stillness of the morning. Church bells could be heard faintly in the distance, and it was, in all, an impressive start to the Tour.

The Queen and Prince Philip spent a few hours ashore in Gaspé, and then, in the afternoon, all the assembled

H.M.S. Ulster celebrated her 16th birthday during her passage of the St. Lawrence Seaway

total of 234,674 miles steamed since the day she first commissioned.

At the head of the Saguenay River lies Port Alfred, and the Queen and Prince Philip made a brief visit there, after which the four ships weighed and proceeded back down river again.

and President Eisenhower, steamed through the ceremonial "gateway" into the St. Lambert Lock and the new Seaway was declared open. Following Britannia through the gateway, Ulster became the first British warship to use this wonderful "hydraulic staircase" to the Great Lakes.

A heavy mist settled when the ship had passed through the Beauharnois



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Bermuda's visit to Faeroes and Greenland

H.M.S. Bermuda, flying the flag of the Flag Officer Flotillas, Home Fleet, and with H.E. the British Ambassador to Denmark embarked has recently concluded visits to the Faeroes and Greenland. This was the first visit of any British Ambassador since the end of the Second World War and both His Excellency and the Flag Officer Flotillas, Home Fleet, were warmly welcomed by the Faeroese Prime Minister who gave a banquet in their honour.



The ship's stay at the Faeroes included 36 hours anchored off Thorshavn and brief stops at Trangisvaag and Klaksvig. The two latter ports are very picturesque and colour was added by the attendance of Faeroese men and women, in national costume, at the receptions which were held on board.

H.M.S. Bermuda was the first cruiser to visit the Faeroes for many years and the ship's company were

well received ashore and dances and football matches were arranged. At Thorshavn the combined Bermuda Volunteer Band and the Thorshavn Brass Band gave an inspired performance under a Faeroese conductor.

The ship's visit to Greenland gave many of the ship's company their first glimpses of icebergs and entailed a short period north of the Arctic Circle. Once again, something of a precedent was set, as no Royal Navy

H.M.S. Bermuda—dwarfed by an enormous iceberg—off the Greenland coast—Photo: Ch. O.A. A. C. Kennedy, H.M.S. Bermuda

ship of any size has visited Greenland for many years. It is easy to forget that Greenland is the world's second largest island and four times the size of France until passages along its wild shores have been experienced.

H.M.S. Bermuda visited Godthaab, the capital, and other smaller towns, including Holsteinborg, Jacobshavn and Godhavn, as well as paying a visit to the Danish Naval Base at Gronedal. Libertymen enjoyed spells ashore at most of the ports of call and were able to see Eskimoes in their "Sunday best," glaciers and a wide selection of icebergs and ice formations. Considering the small size of the places visited, hospitality was generous and the Greenlanders seemed to be delighted to meet strangers from the outside world.

The ship's soccer team found that their eskimo opponents were formidable adversaries and that it is necessary to be resilient to master the contours of the Greenland football pitches.

Contributions from the Portsmouth Command to the Trafalgar Day Orphan Fund, 1958, amounted to £725 17s. 8d.

H.M.S. Newcastle left Portsmouth on August 14 under tow for Newport (Mon.) where she is to be broken up.

In Memoriam

Leonard Francis Walter Bursnell, Marine. RM15939. Joint Services Amphibious Warfare Centre, Poole. Died June 23, 1959.

John Beverley Carstairs, Electrical Artificer Apprentice, M969644. H.M.S. Collingwood. Died June 28, 1959.

Alexander Sullivan Kelso, Naval Airman 1. L/FX917700. H.M.S. Daedalus. Died July 1, 1959.

Albert James Simpson, Able Seaman. C/SSX912398. H.M.S. Defender. Died July 3, 1959.

John William Craig, Able Seaman. D/J952632. H.M.S. Eagle. Died July 5, 1959.

Arthur North, Engineering Mechanic 2nd class. P/K975195. H.M.S. Bermuda. Died July 6, 1959.

James Frederick Dunn, Radio Communication Operator 2nd class. P/J930787. H.M.S. Bermuda. Died July 6, 1959.

James McFarlane Forrest, P.O. Engineering Mechanic. C/KX-844865. H.M.S. Birmingham. Died July 6, 1959.

Peter John Howard, Engineering Mechanic 1st class. P/K949373. H.M.S. Birmingham. Died July 6, 1959.

Thomas James Brian McCarthy, Steward. D/L962359. H.M.S. Dartmouth. Died July 6, 1959.

Michael William Northrop, Radio Communication Operator 2nd class. P/J952233. H.M.S. Tireless. Died July 7, 1959.

Eric Denton-Davies, Engineering Mechanic 1st class. C/KX848960. H.M.S. Sultan. Died July 11, 1959.

Cdr. Richard Yorke Gleadowe of H.M.S. Phoenicia. Died July 12, 1959.

Lieut. Gerald Edgar Brown of H.M.S. Tamar. Died August 3, 1959.

Lieut. Alan Phillip John Hogge of H.M.S. Phoenicia. Died August 18, 1959.

British Ships at Corunna

ROYAL Navy and Army contingents, together with a large Spanish Army detachment, celebrated the 150th anniversary of the battle of Corunna on July 30 in one of the biggest military parades seen at Corunna for some years.

The Royal Navy was represented by ships of the 3rd Destroyer Squadron who broke their voyage home on completion of the first leg of their General Service Commission in the Mediterranean.

The Army contingent consisted of officers representing ten of the Regiments who actually fought in Corunna under General Sir John Moore. Regiments represented were the Grenadier Guards, the Royal West Kent Regiment, the Gordon Highlanders, King's Own Yorkshire Light Infantry, the Rifle Brigade, the Staffordshire Regiment, the Royal Highland Fusiliers, the Royal Norfolk Regiment, the Corunna Battery, Royal Artillery, and also the Pipes and Drums of the Gordon Highlanders.

The parade was under the command of Lieutenant-Commander J. A. S. Westwood of H.M.S. Saintes. The respective detachments were under Lieutenant D. Baker (Saintes); Lieutenant C. Falkner, R.A.N. (H.M.S. Armada) and Lieutenant P. M. C. Banyard (Camperdown).

Led by the Pipes and Drums the Royal Navy contingent whose smartness astonished the Corunnians marched to the San Carlos gardens, where the memorial to Sir John Moore is situated.

Once inside the gardens, the respective contingents took their positions round the memorial and listened to a speech delivered by the Spanish

Captain-General after they were inspected by the Military Governor in the area. Brigadier Graves-Morris, Military Attaché at the British Embassy in Madrid also delivered a short address after which wreaths were laid. The wreaths included those from the British Army and the Army Council. Captain O. H. M. St. J. Steiner, Commanding the 3rd Destroyer Squadron, laid a beautiful wreath on behalf of the Royal Navy. Other wreaths came from the regiments who fought at Corunna one and a half centuries ago.

The wreath-laying was followed by a piper who played a lament. Later on, the respective detachments of the Royal Navy, the Army and the Spanish Army marched past the Military Governor who took the salute together with Brigadier Graves-Morris and Captain Steiner.

The parade was watched by thousands of Spaniards. What attracted the Spaniards most was the Scots. It is understood that no Scottish Regiment has ever visited Corunna since the day of the battle which the Spaniards call the Battle of Elvinia.

There was a full programme of activities and entertainment. Almost every good club opened its doors to the visitors and the Royal Navy repaid some of the lavish Spanish hospitality by cocktail parties on board the three ships and children's parties. The ships were open to visitors.



Three Faeroese charmers in national costume. Photo: Ch.O.A. A. C. Kennedy, H.M.S. Bermuda

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ALL ROADS LEAD TO LONDON

A delegate's view of the Annual Conference

ONE more annual conference has now become past history. As a delegate I was pleased to see that the number of delegates had increased—175 as against 130 at last year's conference at Blackpool.

Records show that attendance at a London conference is always greater than one held elsewhere and the reason is not far to seek. As the president said "All roads lead to London." It was pleasing to note that Association members have, to a great extent, realised that the national council is not "kidding" when it states that the Association must get down to the real business of cutting expenditure and that a series of conferences in London would result in a considerable drop in Association expenditure. At the same time I was pleased with the conference decision to honour the obligation that the 1960 Conference should be held at Plymouth.

The breakdown of the expenses in connection with last year's conference given by the secretary to the council were, I thought very clear and entirely justified.

On the question raised by myself, concerning the recommendations made by our auditor, Mr. Nicholls, at Blackpool, I felt, and still feel that this Association, through its governing body, should be at liberty to do as it likes with its funds. As matters stand it appears that we are not masters in our own house, for if the governing body, having taken expert advice, wishes to remove our cash from losing investment "A" and put it into the more lucrative investment "B," we have to have the approval of the Privy Council. If that Council does not approve of investment "B," nothing can be done.

In company with many others I thought that most of the motions on the paper were excellent as "time fillers" or "wasters," whichever word you prefer, but that they had no other value. One can feel a little sympathy for the standing orders committee in being called upon to decide which to accept and which to reject for on this

occasion the committee had but little decent material from which to choose. While on this subject I would suggest that the printing and circulation of rejected motions could be done away with as they only add to the cost of the conference. All branches submitting motions are notified of the acceptance or rejection, with reasons, so why not save a few more shillings by cutting out this idea.

There is, in my opinion, very little to say in connection with the entertainment of the delegates after the conference. It can be summed up in two words—"really excellent," and that verdict is not mine alone. I made a point at this function of practically ignoring number one area members and, getting around the visitors I managed, in most cases, to get their opinions before they asked to what branch I belonged. These shipmates expressed their real opinion and as I say it was most complimentary. Great credit is due to all the workers, including the ladies, who gave up so much spare time for months past in order that the entertainment of the visitors to "town" should be first-class.

Now no report on the conference and the aftermath would be complete without a special word of thanks to those two—shall we say in sincere respect—elder statesmen of the Association, our president, Admiral of the Fleet Sir John Cunningham and our vice-president, Vice-Admiral Drew. Their presence during the greater part of the evening helped very considerably to "make" the occasion, which was rounded off in a nautical manner in Sir John's little speech before he

left. Those who were able to be present will remember he told us all that he was pleased with all that had been done, and with what he had seen and he had seen quite a lot too. This may have been taken as a neat reference to the attire of the young lady who danced so energetically in front of the Admiral's table to the music of the very successful jazz group.

Just one thing before I close, shipmates. While the final assessment of the cost of this delegates' reception is being worked out, any spare boxes of "headache cures" should be sent to Shipmate Arthur Bates, our area chairman, carefully marked "Area Social Committee—for the use of."

R.N.A. branch in land-locked country

THE inaugural ceremony of the opening of the Mulungushi branch of the Royal Naval Association was performed by the Prime Minister of the Federation of Rhodesia and Nyasaland, Sir Roy Welensky at the M.O.T.H. Club, Broken Hill, on Saturday, June 7, 1958. Being a land-locked country, the branch chose the name of "Mulungushi," it being the nearest sizeable stretch of water to Broken Hill.

The branch meets once a month. Having no premises of our own, as yet, the M.O.T.H.S. (Memorable Order of Tin Hats) kindly set aside a room at their club for our meeting nights. There are approximately 35 members in the branch, although the town itself boasts enough ex-Naval personnel to man a destroyer.

The branch is presided over by ex-Surg. Lieut.-Cdr. J. Griffiths, and two more members it would be appropriate to mention by name in recognition of their service to the branch are Mr. P. Heather, the chairman, ex-Royal Marine with 28 years' service with the Colours, and Mr. D. Galloway, the Treasurer, ex-Yeoman of Signals, R.N.

Owing to the fact that the town's main occupations are the Rhodesian Railways and the Broken Hill Mine and Development Company (mining lead and zinc ore) and the majority of members are employed by these concerns, and having to do shift work, attendances are not very big; consequently entertainments are limited. However, after having "felt the way" with a couple of social evenings, it is intended to hold the first dinner-dance as a Trafalgar Day Celebration.

Letter to the Editor

SIR,—May I through NAVY NEWS, thank the Shipmates of the Portsmouth Branch for the welcome they gave our party on our recent visit. We all enjoyed the company at their club. I think they will always remember our visit as we almost made a clean sweep of their prizes which they raffled on the Sunday and Monday. On the Sunday we made a tour of the various ships. My! how things have changed aboard them since the war years. However Jack still moans the same, which I consider is his privilege. On the Monday one of our shipmates, while swimming at Southsea, saved a young woman, so we did a good turn too. Altogether we had a very good time and hope to make the trip again next year.

R. DARLEY,
Hon. Secretary.

Castleford and District
Royal Naval Association.

Jutland Day ceremony made new members

OVER 150 paraded in Johannesburg on May 31 when the branch standard was dedicated at St. Mary's Church, Rosettenville. Prior to the service of dedication, the branch paraded through the streets, with the Johannesburg Sea Cadet band in the lead. There was a good turnout from the branch, followed by the M.O.T.H.s (Memorable Order of the Tin Hats), R.A.F. Association, Scouts and Sea Rangers.

The dedication coincided with the anniversary of the Battle of Jutland and through the Press and the South African Broadcasting Corporation this fact was given a lot of publicity, to the extent that the branch gained a number of new members, some of whom had actually served at the battle.

The service was attended by the Deputy Mayor of Johannesburg and the dedication ceremony was conducted by the Reverend H. Willson, Chaplain of the branch. The salute at the march past was taken by Commander C. G. Buckley, Commanding Officer of the South African Naval Base and incidentally he is now a new member of the branch.

The jungle telegraph at Johannesburg reports the likelihood of a new branch starting at Gwelo, in Rhodesia and also one at Welkom, Orange Free State. It is expected that there will be a few Shipmates from Johannesburg who will make the journey down



Shipmate A. Parker (Skipper) and Shipmate R. Hill (Standard Bearer) of Johannesburg branch

to the O.F.S. for the inaugural meeting.

The branch held a very enjoyable social evening on July 10. There were three bands and artistes including a magician, two tap dancers and a Kwela dancer. When midnight came no one wanted to go home so that the dance carried on for a further half an hour. Preparations are well under way for the Trafalgar Day dance and already this occasion has the makings of a really big affair.

Alton now has indentures!

AFTER four-and-a-half years' apprenticeship Alton Branch now has its own Standard and can play a full part in Association affairs. Many thanks for the support from No. 3 Area Standard, Portsmouth, Basingstoke, Battle, Brighton, Dorking, Farnham, Havant, Salisbury, Southampton and Winchester, especially to those Standard Bearers who had faced the strong wind at Littlehampton the week before. Also supporting the branch were the local British Legion, R.A.F. Association, Royal Hampshire Old Comrades and Royal Artillery Associations, the Burma Star Association and a detachment of R.M. Volunteer Reserve Force from Eastney.

Due to the simple geography or geometry of Alton the route was perhaps a step or two over the ideal for such a hot day, and it was pleasant to reach the cool interior of St. Lawrence Church. After the return march most of the Parade were soon in the Drill Hall and supping back Alton ale.

Members of Alton Branch were in good attendance despite holidays and Shipmate Charlie Colston strong in voice and full of confidence as Parade Marshal. The salute was taken by Branch president, Admiral Sir John Edleston, C.G.B., C.G.V.O., C.B.E., supported by vice-presidents Rear-Admiral H. P. Currey, C.B.E., Capt.

A. W. S. Agar, V.C., D.S.O. and Cdr. R. E. Courage, D.S.O.

Much of the praise for the successful parade must go to the 76 years "young" chairman, Shipmate R. Derry, who served in the 1914 War both under the sea with submarines and over with the R.N.A.S. He has lost none of his spirit and despite a game leg leads the branch from out in front.

Alton's first "job" is to be hosts for the next quarter's Area Meeting of No. 3 Area, and there will be a special welcome for ex-Altonian Shipmate Wye, Area secretary.

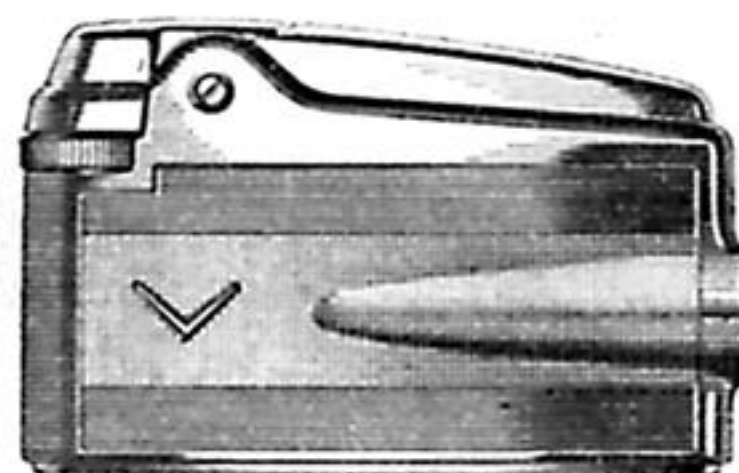
FIRST LONDON NAVY QUEEN



Commodore Sir Roy Gill, K.B.E., R.D., R.N.R. (ret'd.), President of the Greenwich Branch of the Association, and Mrs. Jean L. Yates, of Manor Way, Brockley, the newly elected first Navy Queen, London. Photo: Kentish Mercury



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Royal Naval Reserve to celebrate centenary

THE Royal Naval Reserve, established in 1859 following an inquiry into the manning of the Royal Navy, is 100 years old—a century linking the days of sail with modern diesels, the old R.N. Artillery Volunteers with the still young Headquarters Units set up at N.A.T.O. headquarters and the Reservists who stormed the Gallipoli beaches with their Second World War counterparts who fought convoys to Russia and Malta.

To mark the centenary, His Royal Highness the Prince Philip and other members of the Royal Family are to attend a special service of thanksgiving to be held in St. Paul's Cathedral at 11.30 a.m. on November 4. National, diplomatic and Service figures and representatives of the shipping industry will also be present.

For Roman Catholic officers and ratings Caputinal High Mass will be sung in Westminster Cathedral.

On the eve of these services—November 3—officers of the Royal Naval Reserve will be hosts at a dinner in the Painted Hall of the Royal Naval College, Greenwich, with the Duke of Edinburgh as the principal guest.

Anniversary celebrations have also been arranged at R.N.R. centres in the provinces.

The R.N.R. was set up as a result of the Royal Naval Reserve (Volunteer) Act of 1859, which provided for the entry of seafaring men, while the enrolment of officers was approved two years later.

Since that time, the reserve has provided the Royal Navy with a body of skilled officers and ratings available for duty in an emergency. At the end of the last century, a period of expansion when ships could be built more quickly than it was possible to train the officers to man them, 140 R.N.R. officers were granted permanent R.N. commissions, many of whom gained some distinction in the First World War and some flag rank.

TRAWLER SECTION

By 1910 the menace of mine warfare was recognised by the formation

of the trawler section with fishermen enrolled with the rank of skipper. The organisation so established was expanded enormously during the two world wars for minesweeping and anti-submarine duties.

Between 1914 and 1918, the work of the R.N.R. was recognised by the award of 5,314 honours, the first awards of the Victoria Cross to the reserve being made to a midshipman and seaman for service in H.M.S. Hussar at the landing at Gallipoli in April, 1915.

By the start of the Second World War, the R.N.R. had expanded in a number of directions, notably by the Patrol Service with headquarters at Lowestoft. Some 5,600 officers and men were available on mobilisation and the peak number of 57,000 in this part of the Reserve was reached in 1944.

Most notable development was, however, in the Royal Naval Volunteer Reserve—founded in 1903 and unified with the R.N.R. last year—and at one time 44,000 of the 68,000 officers in Naval service held R.N.V.R. commissions. The Fleet Air Arm and the Coastal Forces depended particularly on the R.N.V.R. and in 1940 the submarine branch was opened to this reserve. R.N.V.R. officers eventually attained command of these craft and at least one submarine went to sea with an all R.N.V.R. Wardroom.

In the two world wars, 10 officers and two seamen of the R.N.R. gained the Victoria Cross.

Duncan's men entertained by Hull branch

H.M.S. Duncan, Senior Officer's Ship of the Fishery Protection Squadron employed on patrol duties in the waters off Iceland visited Hull on July 26 and stayed for five days. The Hull branch of the Royal Naval Association staged a highly successful dance for the ship's company on July 29. The dance for Duncan was the fifth one arranged by the branch for visiting ships this year and all have been successful and appreciated by the visitors.

The branch has arranged a coach outing to Runswick Bay and Whitby on September 13 and there is to be a lecture at the Sea Cadet Headquarters on September 15.

Gosport comes of age

ON July 23, the Gosport branch attained their coming of age, and celebrated with a dance in the Main Hall on Friday, 24. Approximately 150 members, wives and friends enjoyed the evening, which the president of the branch Vice-Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O., and life vice-president Rear-Admiral W. K. C. Grace and Mrs. Grace honoured with their presence.

The 21st annual dinner, a special occasion, is being held in the Main Hall of the headquarters, 66 Fareham Road on Friday, December 4.

A sum of over £42 was handed over to the Mayor of Gosport's Charities as a result of the branch's effort at the Gosport Carnival on August Bank Holiday.

It was pleasant to extend a welcome to shipmates from other branches who called at the headquarters whilst on summer vacation. All enjoyed their short sojourn with us.

Success depends on support

OVER 600 shipmates and guests from Nos. 1 and 2 Areas joined the Cheam and Worcester Park Branch on June 14 in celebrating their 21st Birthday. Blessed with the kind of weather that drags people away from their television sets into the fresh air, and granted the use of Cheam Park—one of Surrey's loveliest—the whole programme from the arrival of the Parade to its departure was carried out in ideal conditions.

The programme commenced with an inspection of the Guard of Honour (mounted by Kingston Sea Cadets) by His Worship the Mayor of Sutton and Cheam, Councillor F. W. Thompson, C.C. and continued with a Drumhead Service of Thanksgiving which was conducted by branch Chaplain The Rev. Dr. Vernon Davies. This in turn was followed by a display of march-

ing and counter-marching by the Royal Marines Band of the Commander-in-Chief, the Nore under the direction of 2/Lieut. T. C. Merrett, L.R.A.M., R.M., and the Parade finally marched off to branch headquarters where the Salute was taken by Admiral Sir Henry Moore, G.C.B., C.V.O., D.S.O.

Teas were provided at headquarters and by 7 p.m. decks had been cleared for the evening's social.

Amongst the V.I.P.s. present were Commodore Sir Roy and Lady Gill, President Richard Sharples, O.B.E., M.C., M.P., Vice-president Alderman W. L. Hasted, Mr. Norman Joseph, C.B.E., Shipmates Gower and Asprey, respectively Area chairman and secretary, Mrs. Dixon-Leigh, Area organiser King George's Fund and many local personalities.

Many letters of thanks and congratulations from visitors have been received during these last few weeks, most of which have been flattering enough to have the branch temporarily consider themselves the "cat's whiskers." However, Cheam and Worcester Park is not unmindful of the fact that whatever effort it cares to put into local events, the success of them ultimately depends on the support forthcoming from other branches and the members of the branch are therefore most grateful to all who gave such support, and particularly grateful for their behaviour both on parade and later at the social.

There is ample evidence that the branch's reputation locally has been considerably enhanced by the impression received by the general public. Whether it can be cashed in remains to be seen. In the meantime members of Cheam and Worcester Park like to think that the day when the Association came to see them, it was at its best, an organisation to be proud of.

Eastbourne branch once again gave a full measure of their hospitality when the branch visited them for the annual outing. All shipmates and ladies are unanimous in their praise for the grand way in which they were entertained, thereby making the outing a great success.

The branch's next big event will be the annual social evening and presentation night when the branch entertains as many branches as it can. It is hoped to see many Association members at this event.

New Branch opened at Barnsley

THE inauguration of the Barnsley Branch of The Royal Naval Association was held in the Junction Hotel, Barnsley on July 11.

Shipmate F. G. Wade, chairman of the National Council and No. 11 Area Council member officiated at the commissioning ceremony. Also present were Shipmate P. Clarke, Area Secretary and members of Doncaster and Sheffield branches.

Shipmate Wade in his address outlined the aims and ideals of our Association, to cement the friendships made in the service, to help the disabled and needy comrades who had fallen on hard times even though they may not be members of our Association. It was, he said, the eighth branch to be opened in Yorkshire since 1952 and paid tribute to the work of Doncaster and Sheffield Branches who had given much encouragement in the Yorkshire Area.

In accepting the officers' elect the branch was officially inaugurated with the members drinking a toast for a long and happy commission. Chairman: Shipmate F. Holland; secretary: P. Ryan; treasurer: H. Leach.

Shipmate Stevenson, president of the Doncaster Branch gave a vote of thanks to Shipmate Wade for his inspiring address, he himself gave a few words of encouragement to our new members. Shipmate Kershaw, secretary of the Sheffield Branch, seconded the vote of thanks.

Following the ceremony, members talked in groups and enjoyed the varied refreshment kindly provided.

National Council visitor surprises Portland

YERE! 'Ullio then, How be 'ee? Our secretary as been telling we all about the Annual Conference, and all you vellers what 'e met up there. We'd like to thank the Pompey secretary, Vic Jones and Sandy for acting as Standard Escort at Fulham.

T were good of 'em to support we like that, snow, and we on't forgit it.

Yere, we was on our best behaviour last meetin' yon. We 'ad a stranger drop in, old Eric Knight, secretary of Hertford Branch and member of the National Council, but 'e wadden a stranger very long. Our vellers were right glad to see 'ee, and g'ied 'ee a real good clap, when 'e said we was a jolly good branch.

It wadden our vault if 'e didden 'ave a good holiday down yere!

We wish they Town and Country Planning chaps would stir themselves, and let we git on, and put up our Club house. Rarin' to go, we be.

So long, you chaps. Best wishes to 'ee all, wherever you be. B.C.

HAS ANYTHING HAPPENED TO H.M.S. TYNE?

ALTHOUGH the members of Newcastle and Gateshead branch of the Royal Naval Association are sun tanned (is this an unusual occurrence in the North East?) and the tar is melting on Scotswood Road, they are finding time to prepare for their annual Trafalgar Day dance with which is incorporated the popular "Miss Neptune" contest.

The branch is still expanding and the funds, thanks to the efforts of Shipmates Coe, Denton and Robinson and the work of an enterprising committee, are steadily improving.

Shipmate Coe wishes to thank Lowestoft for the hospitality shown to him and his wife when he visited that branch—the bus trip was particularly memorable. Has anything happened to H.M.S. Tyne? The chairman of Newcastle and Gateshead states that the branch hasn't heard from anyone since the ship left Newcastle and says "what about a card?"

IMPRESSIVE SIGHT AT BARRY DEDICATION

THE Barry Branch of the Royal Naval Association held their dedication service on June 28. The day was fine with a rather strong wind when the parade assembled in Wyndham Street.

The president of the Barry Branch, Lieut.-Cdr. J. B. Davies, presented the furred standard to the standard bearer Alan James, one of the youngest shipmates of the branch. The parade then marched off, headed by the band of the 283 Brigade Artillery, Newport, with the tune we all know so well, Hearts of Oak. It was an impressive sight with the band dressed in their very smart uniforms of black and red, and to see some of

the "old salts" marching in perfect rhythm, and also with pride. Branches from No. 7 area included Cardiff, Newport, Aberdare, Pontllanfraith, Pembroke Dock, Cheltenham and even as far away as Portland attended the dedication. The service which was held in St. Mary's Church Holton Road, was conducted by the Rev. Peter Lewis, B.A. of Caerphilly. He is an ex-Naval man.

The church was filled with wives and relatives of the shipmates and the public was welcomed to see this impressive dedication service, the first of its kind to be performed in Barry.

At the march past, the salute was taken by the branch president, Alderman R. D. Howells, who deputised for the Mayor who was in hospital. Commander Kirkwood of the Reserve Fleet, Cardiff, also attended.

After the salute the parade marched to the Cenotaph where a wreath was laid by Alderman R. D. Howells on behalf of the shipmates of the Barry branch. The reveille and last post was sounded by two sea cadet buglers of the T.S. Cossack. Shipmate secretary R. Taylor who is also number one of the sea cadets kindly arranged for the buglers to be present.

Barry would like to say a very big "thank you" to shipmates of the Portland branch for coming so far to attend the dedication service, and also to branches of the South Wales area.

NEW MEMBERS FOR HAVANT

HAVANT Branch was pleased to welcome Shipmates Leask and Edwards into membership at their meeting on June 2, also to hear good news of their hon. social secretary, Shipmaid Mrs. V. Craft, who was in hospital. She has since returned from hospital and they were pleased to welcome her back at their meeting on July 7.

Those who had taken part in the Littlehampton and Alton Branch Standard Dedications reported that they had been well entertained.

Vice-Admiral W. Tomkinson has been re-elected president of the Devizes branch of the Royal Naval Association. Rear-Admiral Sir Alexander McGlashan was re-elected vice-president and Mr. T. H. Smith, chairman.

Croydon to have a real party

OCTOBER 10 is to be a big day for the Croydon branch of the Association and members are striving to make it a day to be remembered.

The area meeting is to take place that day at Croydon and in the evening there is to be a social. The branch intends to make the occasion a preview of the following Saturday (the date of the Association's annual reunion). Within five days of getting the "all clear," the organisers booked a hall, engaged a dance band and artists, invitations had been sent out, 30 suggestions regarding the occasion had been made, cash gifts from members to help defray expenses had been received, tradespeople had offered gifts and the social secretary had many helpers for the catering, etc.

It is hoped that the Croydon Members of Parliament, both Naval officers, will be able to be present and invitations have gone to aldermen of the Croydon Council, the 4th and 6th Queen's, kindred associations and so on. Although catering has been arranged for 250, the Croydon chairman states that the branch will arrange for more if it is necessary. Everything that can be done to make everyone comfortable so that the evening is a huge success is being done and it is hoped that the function receives the support it deserves.

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HOME AIR COMMAND SPORTS

Fleet Air Arm Petty Officer selected for Gt. Britain 'B' Team

COMMAND CHAMPIONSHIPS

THE Home Air Command Athletic Championships were held at the Sports Centre, Southampton on July 1. Early morning rain had made the track in tip-top condition and a fine afternoon of events was seen.

The previous evening saw some events completed at the Lee-on-Solent track. P.O. Cowdill (Ariel) won the Steeplechase in the good time of 10 minutes 13 seconds. A.A.2 Valentine (Abbotsinch) retained his hammer title with ease with a throw of 163 feet 3 inches. The 6 miles event was run for the first time in these championships, and R.P.O. Maiden (Ariel) won by nearly a lap from P.O. (A.F.) Edwards (Abbotsinch).

P.O.R.E.I. Boyes (Lee-on-Solent) completed the double when winning the 440 yards and 440 yards hurdles, and our congratulations to Boyes on his being selected for the Great Britain "B" team in their match against the Netherlands at the end of July.

Valentine (Abbotsinch) added the weight and discus titles to the previous day's success in the hammer. In the 880 yards, E.R.A. Rush (Brawdy), a discovery at last year's championships, turned in a fast time of 1 minute 58.4 seconds, to win from Lieut. Downie (Yeovilton) with a time of 2 minutes 0.6 seconds.

The Inter-Station Trophy was competed for, for the first time in these championships and Lee-on-Solent proved to be the top team with 94 points closely followed by Yeovilton with 80 points.

Nore Wrens win cricket cup

THE W.R.N.S. Inter-Command Cricket Tournament was held as usual in Portsmouth this year, and the results were as follows:—

Winner—Nore Command, 5 points.
Runners-up—Air Command, 4 points; Portsmouth Command, 2 points; Plymouth Command, 1 point.
The cup was presented to the Captain of the Nore Command team, Leading Wren Disbury, by Captain H. C. Martell, C.B.E., R.N.

In the W.R.N.S. championships the two outstanding girls were Leading Wren Brade-Birks, 2nd 100 yards, 1st 220 yards, 1st 440 yards, and Leading Wren Hewitt-Taylor, 1st 100 yards, 1st 80 metres hurdles, 1st long jump, both from Yeovilton. The winning station team was Yeovilton with 62 points followed by Abbotsinch with 45 points.

INTER-COMMAND

These were held on the Brickfields, Devonport, on Wednesday, July 8. The weather was brilliant and the track firm, but in good condition. A.A.2 Valentine (Abbotsinch) gave Air their first points when he regained the hammer title he lost last year to Dutton (Portsmouth). His throw of 169 feet 11 inches was well up to standard; he also won the shot event with 40 feet 9 inches. P.O. Boyes (Lee-on-Solent) won the 440 yards hurdles in a new Navy record time of 55.5 seconds. A.A.2 Ellis retained his triple jump title with 45 feet 0½ inches—just 1½ inches below his own Navy record. E.A.5 Barnes (Yeovilton), successfully defended his title when winning the 120 yards hurdles very closely from E.A. Arrow (Portsmouth) in 15.9 seconds. But between these Air successes Portsmouth were piling up the points and ran out winners over Air by 138 points to 113 points.

The Air Command W.R.N.S. were more successful and beat Portsmouth by 79 points to 58.
Wren Turner (Arbroath) created a new discus record with a winning throw of 94 feet 5 inches. Leading Wren Brade-Birks was in fine form again winning the 440 yards and gaining second place in the 220. Leading Wren Hewitt-Taylor won the 100 yards and was second in the long jump, second in the 80 metres hurdles equalling the record set up in 1949.

INTER-SERVICE

The Command men and women were well represented at these championships held at the R.A.F. Stadium, Uxbridge, and competition was of a very high class. Congratulations to Valentine (Abbotsinch) on winning the hammer and P.O. Boyes (Lee-on-

Four to win—and then loses ball

THE Home Air Command Annual Golf Meeting was held this year at Hayling Island Golf Club.

The meeting started on July 9 with a Points Bogey singles in the morning and Foursomes Points Bogey in the afternoon. As the results show, it was altogether a clerical day.

On Friday, the Championships day, play was 36 holes medal. Although the golf was a little slow everyone had a good day. Only three players managed to break 80 so the scratch prize was wide open but Lieut. J. A. Harding managed to slip in a magnificent late 77 to take the honours with Rev. W. Howell, runner-up. Lieut. D. Patchett turned in a quiet 86 and 85 to take the Handicap prize with Lieut. Harding and C.P.O. Stanbury sharing second place.

The results of the Handicap and the team prizes were open until the last game was played. Young Naval Airman Leighton from Lossiemouth stood on the last tee wanting a four to beat Lieut. Patchett but unfortunately lost his first ball and the hole cost him an eight. Bad luck, but nevertheless he helped Lossiemouth to take the team prize.

RESULTS

Points Bogey Singles (Handicap)
Winner: Rev. W. Howell (5), 37½ points.
Runner-up: Rev. J. Dooley (16), 37 points.
Foursomes Points Bogey (Handicap)
Winners: Rev. W. Howell (5), Lieut. R. McLean (5), 38½ points. Runners-up: Rev. J. Dooley (16), Sqn.-Cdr. (D.) R. Haigh (16), 36 points.
Heliotrope Cup
Lieut. J. A. Harding (9)—160. Rev. W. Howell (5)—161.
Wylie Cup
Lieut. D. Patchett (15)—141. Lieut. J. A. Harding (9)—142. C. P. O. Stanbury (20)—142.
Jackdaw Trophy (Handicap) (Best 3 to count).
Winners: Lossiemouth, Lieut.-Cdr. I. J. Brown, 150; Lieut. D. Patchett, 141; N.A. D. Leighton, 144. Total 435. Runner-up: Daedalus—437.

Solent) on winning the 440 yards hurdles in a new record time of 54 seconds. The women also had their moments, Hewitt-Taylor (Yeovilton) being placed second in both the 100 yards and 80 metres hurdles and Leading Wren Killick (Lossiemouth) who was second in the high jump.

Ding-dong matches in tennis championships

TWO very enjoyable days were had at Alverstoke Lawn Tennis Club when this year's Inter-Command Championships were held there on July 10-11. Nine courts were booked for the championships and these were used practically continuously throughout the two days as there was a very tight programme to get through (54 matches in all).

The play started off very well right from the first day and some very good tennis was seen all round. The hardest match in the first round was between Sub-Lieut. Clarke, of the Nore, and Inst.-Lieut. White, of Portsmouth. After a ding-dong battle Inst.-Lieut. White managed to pull the game his way and won in three sets 6-4, 1-6, 6-1. Sub-Lieut. Clarke then went on to play Lieut.-Cdr. Threlfall and had another hard match which also went to three sets. This time he managed to win the third set and the final score was 2-6, 7-5, 6-3. He finished the day with a win against Lieut. Herman 8-6, 6-3.

Another hard match was seen between P.O. Hearne (Nore) and Sick Berth P.O. Whyte (Plymouth) whose match went to 7-5, 7-5 (P.O. Hearne winning). Cdr. Darlow (Nore) had two matches that went to three sets against QrMr./Sgt. Nicholson (Portsmouth) who won 6-1, 4-6, 6-0, and Lieut. Peary (Plymouth) who won 1-6, 6-1, 6-2. In the doubles there was a very close match between the first Air pair (Lieut.-Cdr. Threlfall and Lieut.-Cdr. Mather) and the first Plymouth pair (Midshipman Jones and Lieut. Bryan). The Plymouth pair just managed to win in the third set and the final score was 4-6, 7-5, 6-4.

The Air team had bad luck when in the next match that morning Lieut.-Cdr. Mather, who was playing Inst.-

Lieut. Elliott ran up to the net and pulled a ligament in his knee. This was an old injury which he thought had cured itself. He finished the match against Inst./Lieut. Elliott but was unable to continue in the Championships and the Air reserve, P.O./Wtr. Pulling, was called in to play in his place.

At the end of the day's play it was found that Portsmouth had not lost a match and the writing was already on the wall.

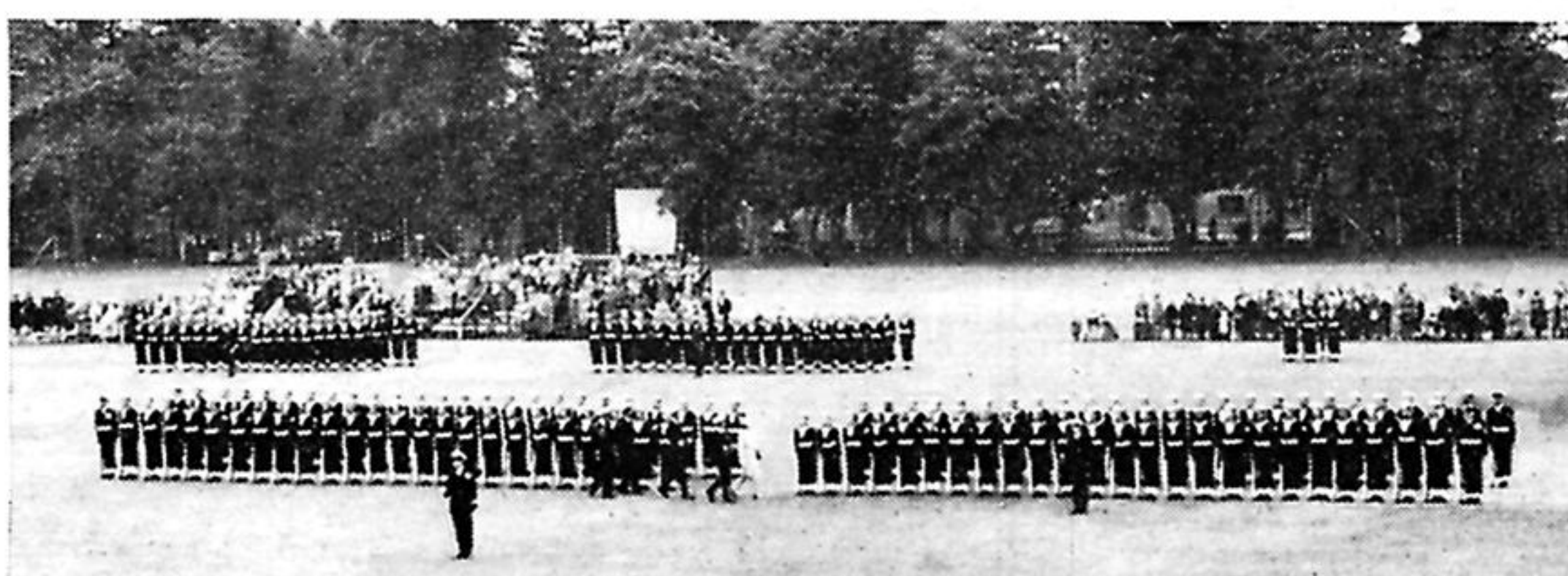
The second day followed the same lines as the first with Portsmouth winning all their matches. The hardest and longest game of the whole championships was played between Midshipman Jones and Inst.-Lieut. Hawkeswell of Plymouth and Portsmouth respectively. This game went on for over two hours with both of them playing some very fine shots. Eventually Inst.-Lieut. Hawkeswell pulled through to win 14-12, 5-7, 6-4.

The last round was played on the Saturday afternoon when Air met Portsmouth in the singles and Plymouth played Nore in the doubles. It was here that Portsmouth had their one and only defeat when L./Air. Cook of the Air team played QrMr./Sgt. Nicholson and, in a very fine match, won 6-4, 6-4.

Continued on page 16, column 2



Vivacious 18-year-old Windmill girl Pearl Read, of Manor Park, in the costume she wears in "The Mill Minstrels"—a gay and colourful finale of the new production at London's famous Windmill Theatre. A golden blonde with grey-green eyes, Pearl's hobbies are athletics. She has won several medals for county sports.



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MANAGERS (married and preferably under 40) required for off licences situated in London, Middlesex, Essex, Bedfordshire, Berkshire, Surrey, Kent, Sussex and Hampshire. Applicants (non-commissioned) must be willing to train in high-class sales and must be in possession of a driving licence. This is an opportunity for those who wish to take up a sales career and who consider they have good ability. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and, when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension; also living accommodation with free electricity, gas, coal and coke will be provided.—Application should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

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WANTED for a new position as Assistant to the Catering Manager of the Royal Sailors' Home Club, Queen Street, Portsmouth, Hants. The duties involved will be chiefly clerical, but will include "raw material" control and supervision of the Restaurant at peak periods. The salary will be £500 per annum plus meals when on duty. Applications, which should summarise qualifications and experience, should be made in applicant's own handwriting and sent to the Secretary-Manager, from whom further details can be obtained. Telephone: Portsmouth 24231/2. Closing date for applications: September 15, 1959.

WANTED, a retired officer for the position of Secretary-Manager of the Royal Sailors' Home Club, Queen Street, Portsmouth, Hants. The position calls for both executive and accounting qualifications. The successful applicant will be required to live in an unfurnished 4-roomed flat within the club and, in addition to free accommodation, lighting, heating and telephone is offered. Salary of £850 per annum. For further particulars please apply to the Secretary-Manager, telephone Portsmouth 24231/2. Closing date for applications: September 15, 1959.

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CHELMSFORD IS BUILDING UP THE NEW NAVY

IN a letter to the Editor, Cdr. G. E. H. House, Royal Navy (ret'd.), secretary of the Chelmsford branch of the Royal Naval Association reports that for the second year the branch is paying the fees for boys to have a week on board the Foudroyant in Portsmouth harbour, during their summer holidays.

In co-operation with the local Sea Cadet unit two youngsters were sent in 1958. This year additional financial help has been raised and three school-leavers, selected by their headmaster, have been sent from a Chelmsford Secondary Modern School.

Cdr. House wonders whether other branches of the Association could help selected school-leavers to have the opportunity of getting some confidence in boatwork and a chance of learning something about Britain's Naval Past and Present.

Prizes for submarine photographs

A CHANCE for any officer or rating who has served or is serving in submarines or depot ships, or who is a member of the Submarine Old Comrades' Association, to show his prowess with a camera has been announced from Fort Blockhouse. The subject for the competition is confined to "Submarines" and "Life in the Submarine Branch."

The competition is divided into two sections—(a) Black and white print, and (b) Coloured transparency or colour print and there will be prizes in each section of £10, £3 and £1. Although photographs may be of any size, it is recommended that they should not be smaller than 4½ in. x 6½ in. nor larger than 10 in. x 12 in. They may be mounted or unmounted. Photographs should be sent to The Editor, Submarine Photograph Competition, H.M.S. Dolphin, Gosport, Hants. Prints should be accompanied by the negative with the name and address of the entrant written lightly in pencil in block letters on the back of the print or enclosed with transparencies.

Competitors from ships are reminded by the organisers that they must comply with any Standing Orders on photography in force in their ships and photographs are to have no "security" grading.

All entries must reach the Editor in H.M.S. Dolphin by January 15, 1960, from whom any further information may be obtained.

Entries will be suitably displayed in the Landport Drapery Bazaar, Commercial Road, Portsmouth (from approximately February 4 to 13) and the public will be asked to judge the competition by a ballot system.

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Officers to march 120 miles

TO gain initiative and self-reliance under difficult conditions, some fifty young officers, mostly from the Royal Navy and Royal Marines, are spending six weeks under canvas in a mountainous and sparsely populated region in Arctic Norway.

The officers concerned come from the Britannia Royal Naval College, Dartmouth; the R.N. Engineering College, Manadon, Plymouth; the R.N. College, Greenwich, and the R.M. Infantry Training Centre, Lympstone. Other members of the party are under training at Cambridge, while there are also two officers from the Royal Military Academy and another from the R.A.F. College, Cranwell.

The party said on August 5 from Leith on board H.M.S. Acute, for Mo-i-Rana on the Arctic Circle. A base camp is being established adjacent to the great Svartisen ice-cap, a glacier with outfalls spread over some 250 square miles at a height of 3,000 to 5,000 feet.

Several scientific tasks are being undertaken by the party—officially known as the R.N. Colleges Expedition to Arctic Norway—including the detailed surveying and mapping of the area, meteorological observations to aid the international weather forecasting network and the testing of cold weather equipment and clothing. In addition, geological work and glaciological investigations will be carried out in the vicinity of the ice-cap.

Towards the end of the period to be spent in Norway, a team of 20 officers will march 120 miles over rugged mountainous country to link up with the British Schools Exploring Society by the Sulitjelma Glacier on the Norwegian-Swedish border.

In command of the expedition is Lieut.-Cdr. Malcolm Burley, R.N., who on return joins the new frigate H.M.S. Jaguar. In Norway, it will be entirely self-supporting and live in tents. Of the five groups or "fires," two will carry out mountain work, two others specialise in surveying duties and the fifth engage in meteorological work.

The expedition expects to return to Britain at the end of their stay in

The First Sea Lord, Admiral Sir Charles Lambe and Rear-Admiral A. R. Hezlet (Flag Officer Submarines designate) were among British observers who were taken for a demonstration run in the United States Navy's nuclear powered submarine, Skipjack on August 12.

Surg.-Lieut. J. D. Wrighton, Royal Navy is included in the party which is to visit Russia and Finland this month. He is to take part in the 400 metres and 4 by 440 metres relay.

Norway in H.M.S. Jewel, another ocean minesweeper, landing at Leith on September 14.

The officers taking part give up part of their summer leave period to go to Norway and contribute two-thirds of their pay while away towards the cost.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

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To Chief Radio Communication Supervisor
JX 155451 G. Chapman, JX166772 R. Lowe, JX 156644 R. Mackenzie, JX 581073 J. Foster, JX 712124 R. Mills, JX 660689 N. Lodder.
To Chief Communication Yeoman
JX 258010 W. Gow, JX 164298 E. Burton.
To Chief Engine Room Artificer
MX 61906 R. Pettifor, MX 708066 A. E. Goodburn, MX 645945 C. E. Sandbach, MX 645795 J. K. Joy, MX 766877 A. H. Tongue, MX 901421 J. Holder, MX 667804 J. M. Palmer, MX 667758 W. Boddy, MX 778315 V. Garrett, MX 45811 R. Wells, MX 778202 F. Hocking, MX 86598 J. Clarke.
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To Chief Shipwright Artificer
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MX 770106 B. J. Maynard.
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MX 745434 E. T. Hillier.
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MX 61358 J. Atherton.
To Chief Petty Officer Steward
LX 23084 A. Walker.
To Chief Wren, Category—Steward (O)
72577 M. I. McFadyen.
To Chief Aircraft Artificer
FX 100172 C. D. Bourne.
D. S. Macey, L/FX669158; T. J. Strong, L/FX668468.
To Chief Aircraft Artificer (O)
FX 100281 R. J. Williams, FX 87520 J. H. C. Caplan.
To Chief Aircraft Mechanician
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J. E. Jeffries, L/FX789169.
To Chief Air Fitter (AE)
FX 772303 G. M. Mutimer, FX 816470 W. E. Cadwallader, FX 685088 J. Holt.
To Chief Air Fitter (O)
W. H. Dennis, L/FX781098; S. Cates, L/FX96882.
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CHARM HID DETERMINATION

Wrens rout Royal Arthur at cricket

MIXED cricket at Royal Arthur has proved a popular attraction and helps to brighten up the weekends for those who find it impossible to get home. The first game was against the W.R.N.S. from Yeovilton who were invited to send a team to play the Petty Officers (mainly from 640 Course) early in June. Pre-match discussions were lively. Should the Petty Officers use cut down bats, play left handed, or would it be fairer to mix up the teams and just have a friendly game? As one would expect the Wrens had their own ideas and made it quite clear that they intended to play the Petty Officers on equal terms.

The day was well chosen—the sky was blue and the sun shone. At 2.30 the Wrens arrived by coach, their natural feminine charm concealing grim determination and quiet confidence as they walked on to the field amidst cheers from the unusually large number of Royal Arthur supporters. The match began with the Wrens batting; three wickets fell cheaply and the weakness of the so-called stronger sex was an easy prey to the true "gamesmanship" so skillfully employed by the visitors. Chivalry and generosity, which we were later to regret, affected even the umpires and before long the score

was getting out of hand, for little did we suspect the Wrens would include a County player low down in their batting order. Finally however, they were all out for 80 and tea was served on the ground.

From the start of Royal Arthur's innings it was obvious that the Wrens possessed bowlers of some merit. They attacked relentlessly and with the support of some excellent fielding they prevented the Petty Officers from reaching their score by a few runs. An embarrassing result but an exciting finish to a game that was much enjoyed by all. A swim (in the bath presented recently by Lord Nuffield) followed the game and after supper the teams retired to the Royal Arthur Club for a very successful social. We hope to arrange a similar fixture again next year and might even try our luck against the Wrens at hockey this winter.

Continued from page 14, column 5

It was in this round that Lieut.-Cdr. Threlfall met Inst. Lieut.-White and after a real battle Lieut. White won the match 4-6, 6-3, 7-5. The final scores of the championships were: Portsmouth, 53; Nore, 39; Air, 36; and Plymouth, 34.

NAVY WINS CHALLENGE CUP FOR SHOOTING

FOR the first time the "Forces Day" 22 Rifle Shooting Competition, in aid of The Forces Help Society and Lord Roberts' Workshops has been won by a member of the senior Service.

C.P.O. T. A. Trute, at present serving in R.N. Barracks, Portsmouth, who has served for 23 years, won the Challenge Cup, donated by the Forces Help Society, with a maximum score of 300 points. The competition is an individual one and may be entered by members of the Armed Forces (including members of the Women's Services) and junior organisations at home.

The 1959/60 competition started on April 1 and will close on March 31, 1960.

"Collar sense at last Jack . . . that certainly is smart!"



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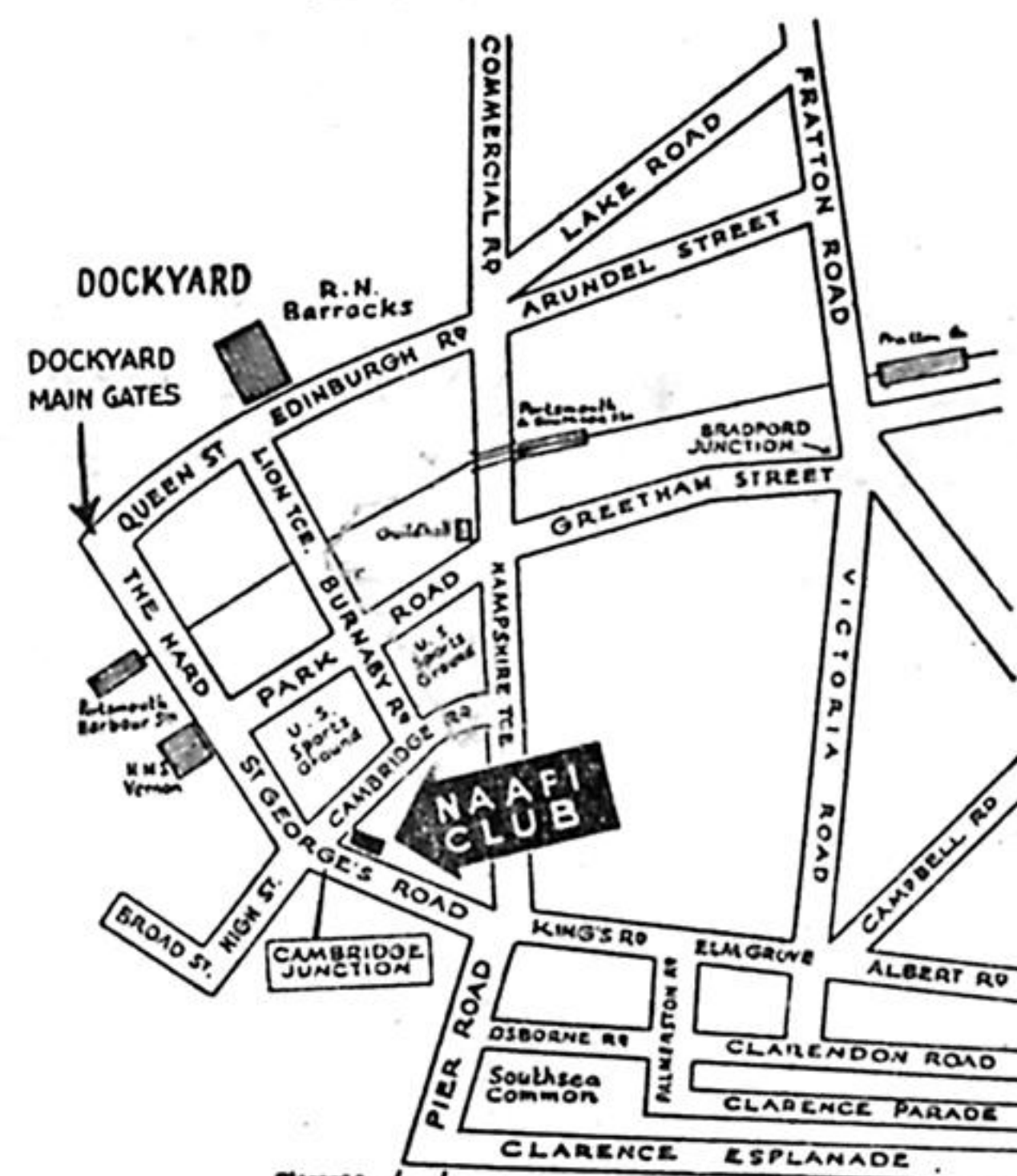
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